



# Webinar

## ULI British Columbia: Fostering Complete Communities

Date: June 22, 2021

00:00:05 --> 00:00:06: Continue.

00:00:08 --> 00:00:10: OK, and people are filing in so I want to

00:00:10 --> 00:00:10: welcome.

00:00:10 --> 00:00:12: Folks will get started in a in a minute here.

00:00:12 --> 00:00:14: Will just give people a chance to log in.

00:00:14 --> 00:00:17: I know it's the start of lunch hour so people

00:00:17 --> 00:00:20: might be running late from other meetings or.

00:00:20 --> 00:00:22: But I want to welcome all of you to another

00:00:22 --> 00:00:25: ULI lunchtime speaker series event that we've been doing over

00:00:25 --> 00:00:26: the past few months.

00:00:26 --> 00:00:28: Well, actually over a year now,

00:00:28 --> 00:00:30: realizing we were just discussing that before the call.

00:00:30 --> 00:00:33: It's been a long time since it's been more normal,

00:00:33 --> 00:00:35: but I want to thank more.

00:00:35 --> 00:00:36: People are filing in. That's great.

00:00:36 --> 00:00:38: I think we've got a good number,

00:00:38 --> 00:00:41: so I think we're going to get started and a

00:00:41 --> 00:00:43: few people still might trickle in.

00:00:43 --> 00:00:45: So first of all, I want to thank everybody for

00:00:45 --> 00:00:46: joining us here.

00:00:46 --> 00:00:48: My name is Duncan Butter chicken.

00:00:48 --> 00:00:50: I'm the vice chair of you,

00:00:50 --> 00:00:53: like British. Yeah, and I'm your host for this afternoon

00:00:53 --> 00:00:54: before we get started,

00:00:54 --> 00:00:58: I just want to take a moment to recognize that

00:00:58 --> 00:00:59: ULIVC does you know?

00:00:59 --> 00:01:02: Meet with our members and meet with our stakeholders and

00:01:02 --> 00:01:05: all of our community on the traditional territories of the

00:01:05 --> 00:01:08: First Nation and indigenous peoples of British Columbia.  
00:01:08 --> 00:01:12: In my case, I'm coming from the traditional territories of  
00:01:12 --> 00:01:14: the Coast Salish people that must Graham,  
00:01:14 --> 00:01:17: Squamish, Slavin, two people, both the both of our guests  
00:01:18 --> 00:01:20: are coming from potentially or like I know,  
00:01:20 --> 00:01:23: different locations. About way and some of you may be  
00:01:23 --> 00:01:26: coming from all over BC so we just want to  
00:01:26 --> 00:01:29: take a moment to recognize that and as well as  
00:01:29 --> 00:01:31: always I want to thank in addition to all of  
00:01:31 --> 00:01:33: you for joining us in our guests for this great  
00:01:34 --> 00:01:34: conversation,  
00:01:34 --> 00:01:36: I want to thank all of our sponsors.  
00:01:36 --> 00:01:39: We've they're up here on the background behind me and  
00:01:39 --> 00:01:41: Shannon brought them up here on the PowerPoint is with  
00:01:42 --> 00:01:43: their ongoing support,  
00:01:43 --> 00:01:45: particularly our annual client sponsors their ongoing support.  
00:01:45 --> 00:01:47: We're able to put on events like this and many  
00:01:47 --> 00:01:48: other big and small,  
00:01:48 --> 00:01:51: and we appreciate their continued support now and through  
our  
00:01:51 --> 00:01:52: next fiscal year.  
00:01:52 --> 00:01:55: As well as especially sticking through the pandemic,  
00:01:55 --> 00:01:58: you know it's been really great to see the commitment.  
00:01:58 --> 00:02:01: We've actually seen a couple of new sponsors join the  
00:02:02 --> 00:02:05: UI VC sponsorship family in the past few months,  
00:02:05 --> 00:02:07: so we appreciate their support today.  
00:02:07 --> 00:02:09: You know, I'm really excited to have two special guests  
00:02:10 --> 00:02:13: with us to discuss the provincial government Ministry of  
Transportation's  
00:02:13 --> 00:02:17: minister Rob Fleming and Minister of State for Infrastructure  
BOMA.  
00:02:17 --> 00:02:19: Today, we're going to talk about,  
00:02:19 --> 00:02:21: you know, the role infrastructure,  
00:02:21 --> 00:02:22: transit, and then the other.  
00:02:22 --> 00:02:25: Work that the ministry does what role it plays in  
00:02:25 --> 00:02:28: building sort of more complete communities.  
00:02:28 --> 00:02:30: As you know, we've hosted a number of dialogues with  
00:02:30 --> 00:02:33: provincial officials over the number while provincial,  
00:02:33 --> 00:02:36: federal, and local officials over the last few months.  
00:02:36 --> 00:02:37: As we sort of discuss,  
00:02:37 --> 00:02:41: you know, coming out of the pandemic and coming out  
00:02:41 --> 00:02:44: of COVID and the and what kind of economic recovery  
00:02:44 --> 00:02:44: look too.

00:02:44 --> 00:02:48: And you know, part of that is the investments that  
 00:02:48 --> 00:02:49: the province will make,  
 00:02:49 --> 00:02:52: particularly in this ministry. So appreciate them joining us  
 before  
 00:02:52 --> 00:02:53: we get started.  
 00:02:53 --> 00:02:57: I just want to give a brief introduction to them.  
 00:02:57 --> 00:03:00: Mr. Fleming was originally elected in the riding Victoria  
 Hillside  
 00:03:00 --> 00:03:03: in 2005 after serving a stint on City Council there  
 00:03:03 --> 00:03:03: previously,  
 00:03:03 --> 00:03:06: he actually, in addition, in his role,  
 00:03:06 --> 00:03:09: he joined us in his previous role as the Minister  
 00:03:09 --> 00:03:10: of Education,  
 00:03:10 --> 00:03:12: which is really served in from July 17th,  
 00:03:12 --> 00:03:15: 2 October 2020, and as I said,  
 00:03:15 --> 00:03:17: serving two terms on on City Council.  
 00:03:17 --> 00:03:20: So it's all we always love having a local,  
 00:03:20 --> 00:03:21: previously local elected officials here,  
 00:03:21 --> 00:03:24: 'cause so much have we talked about is.  
 00:03:24 --> 00:03:26: Is that in that interplay between the two,  
 00:03:26 --> 00:03:28: following some remarks to administer Fleming will,  
 00:03:28 --> 00:03:31: as I mentioned, will administer state or MA?  
 00:03:31 --> 00:03:33: She was first elected to the as MLA and North  
 00:03:33 --> 00:03:35: Vancouver Lonsdale in May 2017.  
 00:03:35 --> 00:03:38: She's a professional engineer and a certified project  
 management professional.  
 00:03:38 --> 00:03:40: I know we have some of those on the call  
 00:03:40 --> 00:03:43: today and she also holds a Masters degree from UBC  
 00:03:43 --> 00:03:46: Asunder School of Business and has lots of experience.  
 00:03:46 --> 00:03:49: Has been on a number of committees that touched on  
 00:03:49 --> 00:03:50: a lot of the subjects.  
 00:03:50 --> 00:03:52: We're going to talk about today,  
 00:03:52 --> 00:03:54: so I really appreciate them joining us.  
 00:03:54 --> 00:03:56: I just did a quick reminder for those who haven't  
 00:03:56 --> 00:03:57: attended before.  
 00:03:57 --> 00:03:59: Uhm, yeah, we do have the Q&A function at the  
 00:04:00 --> 00:04:01: bottom of the screen,  
 00:04:01 --> 00:04:03: so feel free to submit questions in there and you  
 00:04:03 --> 00:04:06: know we view this as a very free throwing dialogue  
 00:04:06 --> 00:04:07: as many of you know,  
 00:04:07 --> 00:04:08: if you've attended reverence before,  
 00:04:08 --> 00:04:10: so we'll have our remarks and then I'll come back.  
 00:04:10 --> 00:04:12: And we have some questions to talk between.

00:04:12 --> 00:04:14: The three of us as well as I want to  
00:04:14 --> 00:04:16: interest first questions from the audience.  
00:04:16 --> 00:04:18: So with that I want to turn it over.  
00:04:18 --> 00:04:20: At first I think we'll start with Mr Fleming.  
00:04:23 --> 00:04:23: Good  
00:04:23 --> 00:04:26: afternoon and thank you so much Duncan for for that  
00:04:26 --> 00:04:30: introduction and I'm indeed grateful to be joining you today  
00:04:30 --> 00:04:33: from the traditional territories that Luke Hogan people.  
00:04:33 --> 00:04:36: The song he's in Esquimalt First Nations I'm the wood  
00:04:36 --> 00:04:37: panel behind.  
00:04:37 --> 00:04:41: You might suggest I'm at the Legislative Assembly and I'm  
00:04:41 --> 00:04:44: I'm really looking forward to gathering again as we did  
00:04:44 --> 00:04:47: at a previous ULI forum that I was privileged to  
00:04:47 --> 00:04:50: be invited to. I think at the WASC Center,  
00:04:50 --> 00:04:53: I kind of remember what year it was.  
00:04:53 --> 00:04:56: 'cause it will just the calendar will now be known  
00:04:56 --> 00:04:57: as pre pandemic.  
00:04:57 --> 00:05:01: In post pandemic it was pre pandemic for sure but  
00:05:01 --> 00:05:03: some were at a good good spot.  
00:05:03 --> 00:05:06: Right now I I trust that a lot of folks  
00:05:06 --> 00:05:09: on the call who joined us today have been paying  
00:05:09 --> 00:05:13: very close attention as it affects their businesses and their  
00:05:13 --> 00:05:16: family lives where we are in in the pandemic at  
00:05:16 --> 00:05:17: a 76%  
00:05:17 --> 00:05:20: first dose vaccination rate. If British Columbia was a country,  
00:05:20 --> 00:05:23: we'd be at the top of the globe in terms  
00:05:23 --> 00:05:24: of.  
00:05:24 --> 00:05:27: Early vaccine rates, which is which is very very good  
00:05:27 --> 00:05:31: and I think is helping us recover as Doctor Bonnie  
00:05:31 --> 00:05:35: Henry has promised a near normal summer ahead of us  
00:05:35 --> 00:05:38: so that time when we can gather again,  
00:05:38 --> 00:05:41: this feels like it's getting closer and closer every day  
00:05:41 --> 00:05:45: and it also feels good after a incredibly hectic time  
00:05:45 --> 00:05:48: in government these past 15 months to be where we  
00:05:48 --> 00:05:52: are in terms of having a government that has been  
00:05:52 --> 00:05:54: humbled by the trust.  
00:05:54 --> 00:05:57: Placed in it to to get them through the health  
00:05:57 --> 00:06:01: crisis by British Columbians and the trust they put in  
00:06:01 --> 00:06:03: public health officials,  
00:06:03 --> 00:06:06: which have been has been very well placed.  
00:06:06 --> 00:06:10: We're very focused now. Moving from sustaining businesses  
and jobs

00:06:10 --> 00:06:14: and communities to rebuilding a strong economy in the province

00:06:14 --> 00:06:15: of BC.

00:06:15 --> 00:06:17: And, you know, as we go forward,

00:06:17 --> 00:06:20: we're still going to need very strong,

00:06:20 --> 00:06:24: thoughtful public health measures. Confidence in our stronger BC program.

00:06:24 --> 00:06:27: And in the recovery process.

00:06:27 --> 00:06:30: And stronger BC is our plan for recovery that supports

00:06:30 --> 00:06:33: people and communities right across the province.

00:06:33 --> 00:06:35: The focus of the plan,

00:06:35 --> 00:06:38: people I hope are becoming a familiar with this is

00:06:38 --> 00:06:40: on making health care better,

00:06:40 --> 00:06:43: so coming out of this pandemic,

00:06:43 --> 00:06:46: lasting improvements and things like long term care,

00:06:46 --> 00:06:49: major mental health investments that are now part of the

00:06:49 --> 00:06:53: health care menu of services that citizens will enjoy and

00:06:53 --> 00:06:57: I think in expansion of the Center for Disease Control's

00:06:57 --> 00:07:00: ability to. Surveil any emerging health care issues.

00:07:00 --> 00:07:04: It's also about helping people and families so new employment

00:07:04 --> 00:07:05: programs,

00:07:05 --> 00:07:09: a skills training initiatives better supports for young people to

00:07:09 --> 00:07:13: attend college and university or for older workers to go

00:07:13 --> 00:07:16: back to school and re skill for the types of

00:07:16 --> 00:07:19: jobs that are part of our economy.

00:07:19 --> 00:07:21: It's also about supporting businesses.

00:07:21 --> 00:07:23: There are tremendous opportunities or tremendous innovations,

00:07:23 --> 00:07:26: of which we've only, I think,

00:07:26 --> 00:07:28: partially realized. Uh, some of them.

00:07:28 --> 00:07:31: In terms of the potential coming out of the pandemic

00:07:31 --> 00:07:35: and those kinds of business supports are going to be

00:07:35 --> 00:07:38: very much a part of stronger BC and building back

00:07:38 --> 00:07:41: better. And lastly, it's about building a stronger communities,

00:07:41 --> 00:07:43: so today we'll talk about investments in transportation,

00:07:43 --> 00:07:46: but its links to things like affordable housing and community

00:07:47 --> 00:07:49: amenities have never been more important.

00:07:49 --> 00:07:51: And as we get our economy going,

00:07:51 --> 00:07:54: I am very very thankful I have to say this

00:07:54 --> 00:07:57: publicly and attempt to make her blush at least a

00:07:57 --> 00:07:58: little bit.

00:07:58 --> 00:08:01: But to have working alongside me,

00:08:01 --> 00:08:05: the Minister of State for Infrastructure BOMA who is wickedly  
 00:08:05 --> 00:08:06: smart,  
 00:08:06 --> 00:08:11: super energetic and focused on exactly the things that  
 Premier  
 00:08:11 --> 00:08:15: Horgan has asked us to to put our attention towards,  
 00:08:15 --> 00:08:18: which is working in collaboration with communities.  
 00:08:18 --> 00:08:23: Rate across BC. One of the things that I think  
 00:08:23 --> 00:08:25: stands us in good stead,  
 00:08:25 --> 00:08:29: and we passed our provincial budget our recovery budget,  
 00:08:29 --> 00:08:33: I think, was last Thursday is a record \$26.4 billion  
 00:08:33 --> 00:08:35: investment in our capital plan.  
 00:08:35 --> 00:08:38: This covers all sorts of things in terms of major  
 00:08:38 --> 00:08:42: health care and hospital revitalization and renewal,  
 00:08:42 --> 00:08:46: new cancer facilities. It includes things like a record pace  
 00:08:46 --> 00:08:46: of building,  
 00:08:46 --> 00:08:50: new schools, especially paying attention to areas that have  
 had  
 00:08:50 --> 00:08:51: overcrowded.  
 00:08:51 --> 00:08:55: Learning conditions for sometime. It includes transportation  
 networks that will  
 00:08:55 --> 00:08:58: make our communities more livable and indeed,  
 00:08:58 --> 00:09:02: much of the investment that was part of budget.  
 00:09:02 --> 00:09:04: 2021 seven point. 6 billion in fact,  
 00:09:04 --> 00:09:08: over the next three years is flowing from our ministry  
 00:09:08 --> 00:09:12: where we're making efforts to to make transportation safer,  
 00:09:12 --> 00:09:14: more efficient for people and multimodal.  
 00:09:14 --> 00:09:18: So investments for those. That are engaged and use a  
 00:09:18 --> 00:09:23: public transit active transportation and and those that are  
 using  
 00:09:23 --> 00:09:27: our Rd networks and and highways are governments focus in  
 00:09:27 --> 00:09:31: the recovery is is all about affordability as it was  
 00:09:31 --> 00:09:32: before that pandemic.  
 00:09:32 --> 00:09:36: It's about convenience. It's about reliability in our  
 transportation networks.  
 00:09:36 --> 00:09:38: We have a big job ahead of us in terms  
 00:09:39 --> 00:09:41: of rebuilding public transit.  
 00:09:41 --> 00:09:44: I think everybody is aware of the necessary reductions we  
 00:09:44 --> 00:09:48: experienced in ridership and the uncertainty around whether  
 some work.  
 00:09:48 --> 00:09:52: Life travel patterns have been altered and what it's going  
 00:09:52 --> 00:09:55: to look like as we seek to not just build  
 00:09:55 --> 00:09:56: back to where we were,  
 00:09:56 --> 00:10:00: but significantly ahead of where we were in the in

00:10:01 --> 00:10:02: the years ahead.

00:10:02 --> 00:10:04: Despite the challenges of the pandemic,

00:10:04 --> 00:10:08: I think one of the things that our staff and.

00:10:08 --> 00:10:11: Heavy construction project contractors can be extremely proud of.

00:10:11 --> 00:10:15: Is that the work never stopped during the pandemic we

00:10:15 --> 00:10:17: developed safe working protocols,

00:10:17 --> 00:10:18: kept capital projects on time.

00:10:18 --> 00:10:22: Moving forward to keep the money flowing and circulating in

00:10:22 --> 00:10:26: the economy and supply chains activated through the projects that

00:10:26 --> 00:10:26: we control.

00:10:26 --> 00:10:30: The Ministry of Transportation and I'm really happy to say

00:10:31 --> 00:10:34: that we've hit a new milestone just with the turn

00:10:34 --> 00:10:35: of the New York.

00:10:35 --> 00:10:39: We now have six concurrent major projects ongoing that are

00:10:39 --> 00:10:39: active.

00:10:39 --> 00:10:43: Sites in the province and I'm going to go through

00:10:43 --> 00:10:44: them.

00:10:44 --> 00:10:47: Patello Bridge replacement is one that's really exciting.

00:10:47 --> 00:10:51: It's ongoing. We're on track to open a toll free

00:10:51 --> 00:10:53: crossing in early 2024.

00:10:53 --> 00:10:56: It's a four lane replacement bridge,

00:10:56 --> 00:11:00: expandable to six, and it will improve dramatically the safety

00:11:00 --> 00:11:01: performance of the current.

00:11:01 --> 00:11:06: A bridge increased reliability for drivers and safety and comfort

00:11:06 --> 00:11:07: for cyclists and walkers.

00:11:07 --> 00:11:10: And of course, it will.

00:11:10 --> 00:11:14: Make your goods movement much more efficient in the Metro

00:11:14 --> 00:11:15: Vancouver region,

00:11:15 --> 00:11:20: Hwy 91 slash 17. The Delta away upgrade project,

00:11:20 --> 00:11:22: scheduled to be completed in 2023.

00:11:22 --> 00:11:27: Again, a major gains and improvements around travel in the

00:11:27 --> 00:11:27: area,

00:11:27 --> 00:11:30: reducing conflicts between local traffic,

00:11:30 --> 00:11:32: commercial vehicles and other travelers.

00:11:32 --> 00:11:37: We started a major project that's part of our four

00:11:37 --> 00:11:38: laning to Alberta.

00:11:38 --> 00:11:42: The hardest part. Which is kicking Horse Canyon phase four

00:11:42 --> 00:11:46: construction is underway there that's really excited,

00:11:46 --> 00:11:50: just out exciting. Rather outside the town of Golden.

00:11:50 --> 00:11:55: This is a realignment, a widening very dangerous stretch of

00:11:55 --> 00:11:59: the highway that supports about \$27 billion of annual goods  
00:11:59 --> 00:12:03: movement through the BC to Alberta border.  
00:12:03 --> 00:12:05: A significant national trade corridor,  
00:12:05 --> 00:12:09: and. One that is very important for commercial vehicles.  
00:12:09 --> 00:12:12: I think 30% of the vehicles on the road between  
00:12:12 --> 00:12:15: Kamloops and Alberta are indeed commercial trucks,  
00:12:15 --> 00:12:18: and it's important for tourism to or obviously talking about  
00:12:18 --> 00:12:18: rebounding,  
00:12:18 --> 00:12:22: the tourism economy. A million people traveled this route to  
00:12:22 --> 00:12:25: get to tourism destinations to get to their vacations,  
00:12:25 --> 00:12:28: and that's worth about \$400 million alone to BC tourism  
00:12:28 --> 00:12:28: economy.  
00:12:28 --> 00:12:32: Broadway Subway project can't Wait for in person to get  
00:12:32 --> 00:12:35: into tunnel boring machines and all kinds of fun stuff  
00:12:35 --> 00:12:37: that's coming up in 2022.  
00:12:37 --> 00:12:41: Talk about a project that is perfectly timed for pandemic  
00:12:41 --> 00:12:41: recovery.  
00:12:41 --> 00:12:45: It's going to dramatically change how people get around that  
00:12:45 --> 00:12:47: part of Metro Vancouver.  
00:12:47 --> 00:12:50: The current 99 be a bus line is is packed  
00:12:50 --> 00:12:52: prior to the pandemic.  
00:12:52 --> 00:12:54: Lots of passengers were left stranded,  
00:12:54 --> 00:12:56: but 110,000 boardings a day.  
00:12:56 --> 00:13:00: So we think it's the most significant condensed transit public  
00:13:00 --> 00:13:02: transit corridor in North America,  
00:13:02 --> 00:13:05: and we will be able to triple the capacity of  
00:13:06 --> 00:13:08: commuters through that stretch of.  
00:13:08 --> 00:13:12: Broadway It will save commuters up to half an hour  
00:13:12 --> 00:13:16: per day and their busy lives to spend with their  
00:13:16 --> 00:13:21: their loved ones or to indeed work extra hard work.  
00:13:21 --> 00:13:23: It's a \$2.83 billion project,  
00:13:23 --> 00:13:27: obviously connected to the existing Sky train station and and  
00:13:27 --> 00:13:28: and really,  
00:13:28 --> 00:13:33: really important, and could of course enable extensions of  
00:13:33 --> 00:13:36: our in our Sky train system.  
00:13:36 --> 00:13:39: Uhm, I know this may come up in discussion,  
00:13:39 --> 00:13:42: but George Massey crossing desperately in need of  
00:13:42 --> 00:13:46: replacement.  
00:13:42 --> 00:13:46: A decision coming soon. Very active discussions between  
00:13:46 --> 00:13:50: Minister Monaya  
00:13:46 --> 00:13:50: and indeed the premier with the Prime Minister's office about  
00:13:50 --> 00:13:53: a federal support critically important national trade corridor.



**00:13:53 --> 00:13:57:** Also a source of frustration and congestion for a long,  
**00:13:57 --> 00:14:00:** long time, we're going to be starting Hwy.  
**00:14:00 --> 00:14:02:** 99 corridor improvements almost immediately.  
**00:14:02 --> 00:14:06:** That will help mobility and relieve congestion and enhance transit.  
**00:14:06 --> 00:14:10:** Access building on those bus on shoulder.  
**00:14:10 --> 00:14:12:** Investments that we've already made there,  
**00:14:12 --> 00:14:14:** so stay tuned for that.  
**00:14:14 --> 00:14:18:** We're hoping to have a major announcement soon about that.  
**00:14:18 --> 00:14:22:** The other of the six major projects is Surry Langley  
**00:14:23 --> 00:14:23:** Sky train.  
**00:14:23 --> 00:14:25:** We went into the election,  
**00:14:25 --> 00:14:29:** fully committed to extending the Sky train all the way  
**00:14:29 --> 00:14:30:** to Langley City.  
**00:14:30 --> 00:14:32:** Not stopping at Surry Fleetwood.  
**00:14:32 --> 00:14:36:** Having a one phase project that links up the Township  
**00:14:36 --> 00:14:39:** of Langley in the city of Langley,  
**00:14:39 --> 00:14:42:** and this is perfectly timed I think to shape growth  
**00:14:42 --> 00:14:46:** rather than chase growth in the Fraser Valley.  
**00:14:46 --> 00:14:49:** I think we can reliably anticipate 3 or 400,000  
**00:14:49 --> 00:14:53:** people will be calling the Fraser Valley home between now  
**00:14:54 --> 00:14:54:** and.  
**00:14:54 --> 00:14:58:** 2035 so tremendous potential to leverage all kinds of investment  
**00:14:58 --> 00:15:02:** and work with the development community and work with modern,  
**00:15:02 --> 00:15:06:** updated official community plans in the municipalities I mentioned.  
**00:15:06 --> 00:15:09:** All of these projects are going to help stimulate local  
**00:15:09 --> 00:15:10:** economies,  
**00:15:10 --> 00:15:13:** give training opportunities for a workforce,  
**00:15:13 --> 00:15:16:** we've had recruitment and retention issues for years.  
**00:15:16 --> 00:15:19:** These kinds of investments in the workforce of the future  
**00:15:20 --> 00:15:21:** are critically important.  
**00:15:21 --> 00:15:25:** They'll help underrepresented groups, get good middle class.  
**00:15:25 --> 00:15:28:** High skilled jobs by this kind of infrastructure investment,  
**00:15:28 --> 00:15:30:** so we're very pleased about that.  
**00:15:30 --> 00:15:32:** The other is active transportation,  
**00:15:32 --> 00:15:35:** critically important in the era of climate change,  
**00:15:35 --> 00:15:39:** protecting our environment, helping more people who've been getting used  
**00:15:39 --> 00:15:40:** to during the pandemic.

00:15:40 --> 00:15:43: Norwalk, like walking and cycling as part of their daily  
00:15:43 --> 00:15:45: routines and their commuting patterns.  
00:15:45 --> 00:15:49: And we want to support that as we build back  
00:15:49 --> 00:15:49: better.  
00:15:49 --> 00:15:53: It's it's critically important for our long term clean growth  
00:15:53 --> 00:15:53: strategy.  
00:15:53 --> 00:15:55: We tabled a budget. Again,  
00:15:55 --> 00:15:58: that builds on some of these investments.  
00:15:58 --> 00:16:02: Clean BC is investing an additional \$506 million on emission  
00:16:02 --> 00:16:07: reduction activities in transportation and elsewhere in the  
economy.  
00:16:07 --> 00:16:10: 130 million of that is for zero emission.  
00:16:10 --> 00:16:13: Vehicle incentives, electric charging station infrastructure,  
00:16:13 --> 00:16:16: and things like electrifying school buses.  
00:16:16 --> 00:16:20: BC Ferries, fleet coming up as well as government fleets  
00:16:20 --> 00:16:25: of vehicles really helping work with the private sector to.  
00:16:25 --> 00:16:29: Considerably accelerate the electrification of vehicles on our  
roads were  
00:16:29 --> 00:16:32: already number one in North America on Eves,  
00:16:32 --> 00:16:35: so we've got some very positive momentum that lends  
support  
00:16:35 --> 00:16:38: for the enhanced investments that we've announced.  
00:16:38 --> 00:16:42: 94 million of the packages for the GO electric program,  
00:16:42 --> 00:16:45: so those are rebates for the zero emission vehicles I  
00:16:45 --> 00:16:47: just referenced.  
00:16:47 --> 00:16:50: And also we want to get into in a big  
00:16:50 --> 00:16:51: way.  
00:16:51 --> 00:16:53: Commercialization of heavy duty battery electric vehicles,  
00:16:53 --> 00:16:55: 'cause that's a critically important.  
00:16:55 --> 00:16:58: Part of reducing the dogs in our province wide emissions  
00:16:59 --> 00:16:59: portfolio.  
00:16:59 --> 00:17:03: I mentioned active Transportation Minister model  
undoubtedly go over that  
00:17:03 --> 00:17:03: again,  
00:17:03 --> 00:17:06: but 18 million in new investments for things like bike  
00:17:06 --> 00:17:10: lanes and multi use pathways and communities right across  
British  
00:17:10 --> 00:17:10: Columbia.  
00:17:10 --> 00:17:13: These are extremely popular and it's a great problem to  
00:17:13 --> 00:17:17: have to have these programs that we announced that get  
00:17:17 --> 00:17:21: oversubscribed and we have a healthy backlog of  
communities that  
00:17:21 --> 00:17:23: want to be involved in that.

00:17:23 --> 00:17:25: We did some modest things that I think.  
00:17:25 --> 00:17:28: Important as well. I don't know why electric bikes weren't  
00:17:28 --> 00:17:29: PST exempted.  
00:17:29 --> 00:17:32: Now are. That's the \$7 million benefit to British Columbians  
00:17:32 --> 00:17:35: who are sort of nudging in the direction of of  
00:17:35 --> 00:17:36: of of getting on an E bike.  
00:17:36 --> 00:17:39: I got on my first one about three weeks ago  
00:17:39 --> 00:17:41: and I don't think I'll ever go back to a  
00:17:41 --> 00:17:42: regular bike.  
00:17:42 --> 00:17:45: They're they're amazing and they're just going to get cheaper  
00:17:45 --> 00:17:47: and we're helping to incent that.  
00:17:47 --> 00:17:48: So I'll just conclude there.  
00:17:48 --> 00:17:51: I want to leave my colleague with lots of time,  
00:17:51 --> 00:17:53: but climate change is obviously the big focus.  
00:17:53 --> 00:17:56: It's so refreshing to have a different tone in the  
00:17:56 --> 00:17:56: White House.  
00:17:56 --> 00:18:00: We have international institutions. The G7 most recently  
getting back  
00:18:00 --> 00:18:01: on the climate agenda.  
00:18:01 --> 00:18:04: Again, I think our government is a leader in Canada  
00:18:04 --> 00:18:08: that's been acknowledged and we've got a really healthy  
baseline  
00:18:08 --> 00:18:11: of activity that we're doing that have been has been  
00:18:11 --> 00:18:13: proven out for sure and gives us reason to add  
00:18:14 --> 00:18:17: even more significant investments and just a final concluding  
messages.  
00:18:17 --> 00:18:20: Thank you to everybody who's on this call.  
00:18:20 --> 00:18:23: I know that all of you are leaders in your  
00:18:23 --> 00:18:24: sector,  
00:18:24 --> 00:18:26: keeping people safe, keeping people healthy,  
00:18:26 --> 00:18:29: keeping the economy. Going and it's really nice to see  
00:18:29 --> 00:18:32: the Conference Board of Canada and the the Economic  
Forecast  
00:18:32 --> 00:18:35: Council of BC look at a very healthy growth projection  
00:18:35 --> 00:18:37: in the next two fiscal years.  
00:18:37 --> 00:18:39: I think 4 1/2% in each of the next two  
00:18:39 --> 00:18:42: years and our infrastructure investments we want to play a  
00:18:42 --> 00:18:46: big part of building back better alongside private sector  
investments.  
00:18:46 --> 00:18:49: And if there's anything we can do for you around  
00:18:49 --> 00:18:52: the clarity that you're seeking as we get into the  
00:18:52 --> 00:18:55: phase three and phase four both bone and I would  
00:18:55 --> 00:18:58: be very happy to do that.

00:18:58 --> 00:18:59: You're taking the time this afternoon.  
00:18:59 --> 00:19:01: It's a pleasure to be with you.  
00:19:01 --> 00:19:02: Great,  
00:19:02 --> 00:19:04: well thanks to Microsoft Mr Fleming and and there's a  
00:19:04 --> 00:19:06: lot of interesting stuff there to dive into in a  
00:19:07 --> 00:19:07: minute,  
00:19:07 --> 00:19:09: but you know, I do think one of the great  
00:19:09 --> 00:19:11: things as someone who's been around,  
00:19:11 --> 00:19:13: you know real estate or city building or whatnot for  
00:19:13 --> 00:19:15: pretty much my entire adult life.  
00:19:15 --> 00:19:17: It's great to see that the you know promotion provincial  
00:19:17 --> 00:19:20: government is stepping up and trying to address all of  
00:19:20 --> 00:19:22: these myriad of will just call the urban urban issues  
00:19:22 --> 00:19:24: or even challenges, and I think it's a great signal  
00:19:24 --> 00:19:26: that there is a commitment to infrastructure by appointing a  
00:19:26 --> 00:19:28: Minister of State for infrastructure.  
00:19:28 --> 00:19:31: So I'm really happy that both of you can be  
00:19:31 --> 00:19:33: here today and I wanted to pass it over to  
00:19:33 --> 00:19:33: you.  
00:19:33 --> 00:19:37: Minister to to sort of give you give your thoughts  
00:19:37 --> 00:19:38: building on what  
00:19:38 --> 00:19:42: Mr Fleming said. Thank you so much Duncan and good  
00:19:42 --> 00:19:43: afternoon to everybody.  
00:19:43 --> 00:19:47: It's a honor to be able to join you virtually.  
00:19:47 --> 00:19:51: I'm speaking to you all today from my home constituency  
00:19:51 --> 00:19:52: in North Vancouver.  
00:19:52 --> 00:19:55: Recognizing of course that I'm coming to live on the  
00:19:55 --> 00:19:59: traditional from the traditional ancestral land in ceded territory  
of  
00:19:59 --> 00:20:02: the Squamish Musqueam mislabeled destinations.  
00:20:02 --> 00:20:04: It's always difficult to follow.  
00:20:04 --> 00:20:06: Mr Fleming, he's able to cover,  
00:20:06 --> 00:20:08: uh, an incredible amount of information,  
00:20:08 --> 00:20:10: and especially given that, well,  
00:20:10 --> 00:20:12: it it is such an honor.  
00:20:12 --> 00:20:15: Mr Fleming to be able to work with you on  
00:20:15 --> 00:20:18: these files and be able to support you and the  
00:20:18 --> 00:20:23: good work that the Ministry of Transportation and  
Infrastructure is  
00:20:23 --> 00:20:27: doing. I want to step back a little bit and  
00:20:27 --> 00:20:30: talk and start from where we are today,  
00:20:30 --> 00:20:33: or rather take a look at where we've been over

00:20:33 --> 00:20:35: the last 15 months.

00:20:35 --> 00:20:38: 'cause I think that we can all agree that the

00:20:38 --> 00:20:41: pandemic has changed a lot of things over the last

00:20:41 --> 00:20:42: 15 months.

00:20:42 --> 00:20:44: It's changed how we interact socially,

00:20:44 --> 00:20:46: how we work, how we learn,

00:20:46 --> 00:20:48: and it's certainly changed the way that we move around

00:20:48 --> 00:20:50: both personally and professionally.

00:20:50 --> 00:20:53: What hasn't changed, however, is the need for livable communities.

00:20:53 --> 00:20:55: And as we look forward.

00:20:55 --> 00:20:57: Towards a post pandemic life,

00:20:57 --> 00:21:00: it's important that our government and it is important to

00:21:00 --> 00:21:03: our government that we continued making investments that help build

00:21:03 --> 00:21:07: sustainable and resilient communities that work for people today and

00:21:07 --> 00:21:11: into the future. Now Mr Fleming has already covered some

00:21:11 --> 00:21:15: of this and he's alluded to the fact that through

00:21:15 --> 00:21:16: the pandemic.

00:21:16 --> 00:21:18: And while I should be very clear,

00:21:18 --> 00:21:21: the pandemic is something that we would never want to

00:21:21 --> 00:21:22: experience again.

00:21:22 --> 00:21:25: However, I do think it's necessary to acknowledge that there

00:21:25 --> 00:21:28: are some changes that have come out the last many

00:21:28 --> 00:21:31: months that I hope we do not lose as we

00:21:31 --> 00:21:32: recover from this global crisis.

00:21:32 --> 00:21:36: And one of these would be the embrace of active

00:21:36 --> 00:21:38: travel that we've seen across the province.

00:21:38 --> 00:21:42: Cycling, walking, rolling and other modes of active travel are

00:21:42 --> 00:21:43: gaining momentum,

00:21:43 --> 00:21:46: and we're keen to keep that momentum going through our

00:21:47 --> 00:21:50: active transportation plan called Move Commute Connect.

00:21:50 --> 00:21:54: Not only have we provided millions of dollars for projects

00:21:54 --> 00:21:56: and grants to deliver safe,

00:21:56 --> 00:22:00: active transportation infrastructure, we're also making a deliberate effort to

00:22:00 --> 00:22:04: ensure transportation projects do a better job of supporting people

00:22:04 --> 00:22:05: in their communities.

00:22:05 --> 00:22:09: Whereas active transportation and public transit may not have been

00:22:09 --> 00:22:10: historically seen.

00:22:10 --> 00:22:13: As a natural priority for the so called Ministry of  
00:22:13 --> 00:22:14: Highways,  
00:22:14 --> 00:22:17: our government is taking a far more forward looking  
approach  
00:22:17 --> 00:22:18: to transportation.  
00:22:18 --> 00:22:22: We recognize that people travel in many different ways  
throughout  
00:22:22 --> 00:22:26: their communities and we're looking forward and we're  
actively encouraging  
00:22:26 --> 00:22:29: and enabling more trips to be made without a car.  
00:22:29 --> 00:22:32: It's exciting work that is important not only for people  
00:22:32 --> 00:22:33: and businesses,  
00:22:33 --> 00:22:37: but for as Minister Fleming alluded to the health of  
00:22:37 --> 00:22:39: our environment as well.  
00:22:39 --> 00:22:43: Our government is supporting stronger PC with record  
investments and  
00:22:43 --> 00:22:43: services,  
00:22:43 --> 00:22:46: infrastructure and opportunities, and as noted before,  
00:22:46 --> 00:22:48: these are investments and new schools,  
00:22:48 --> 00:22:52: hospitals, roads, bridges, housing and other infrastructure  
our communities need,  
00:22:52 --> 00:22:55: particularly rapidly growing communities like the Fraser  
Valley.  
00:22:55 --> 00:22:59: Now the Fraser Valley is a region that has seen  
00:22:59 --> 00:23:03: exponential growth and with more and more people moving  
to  
00:23:03 --> 00:23:05: the area every day,  
00:23:05 --> 00:23:08: we're expecting to see a population growth rate in the  
00:23:08 --> 00:23:09: Fraser Valley.  
00:23:09 --> 00:23:13: That exceeds even that of Metro Vancouver.  
00:23:13 --> 00:23:16: There are many reasons for this growth,  
00:23:16 --> 00:23:18: of course, but a major one has to do with  
00:23:18 --> 00:23:23: housing affordability and the pursuit of more affordable  
housing when  
00:23:23 --> 00:23:25: compared to Metro Vancouver prices.  
00:23:25 --> 00:23:29: What individuals and families save in housing costs by  
moving  
00:23:30 --> 00:23:31: out to the Fraser Valley,  
00:23:31 --> 00:23:36: however, they are now often spending in what is increasingly  
00:23:36 --> 00:23:39: referred to as the transportation mortgage.  
00:23:39 --> 00:23:42: Which is the cost of travel to and from the  
00:23:42 --> 00:23:45: suburbs into city Centers for work and access to services?  
00:23:45 --> 00:23:51: This. Does this absolutely accumulates in a cost that  
households

00:23:51 --> 00:23:52: have to bear?

00:23:52 --> 00:23:56: And this is in addition to the time and frustration

00:23:56 --> 00:24:00: that people end up being put through while they spend

00:24:00 --> 00:24:04: hours every week in their cars caught in traffic congestion,

00:24:04 --> 00:24:08: inching along our highways. But because of this rapid growth

00:24:08 --> 00:24:11: in the Fraser Valley and increasing commute times between

00:24:12 --> 00:24:13: school and home,

00:24:13 --> 00:24:15: the commute times are becoming especially long,

00:24:15 --> 00:24:17: particularly during the afternoon rush.

00:24:17 --> 00:24:19: So given all of this,

00:24:19 --> 00:24:21: given all of this context,

00:24:21 --> 00:24:23: how do we solve this?

00:24:23 --> 00:24:27: Problem. We can certainly add capacity to the highway,

00:24:27 --> 00:24:31: certainly, and many of you will know that as part

00:24:31 --> 00:24:32: of our Fraser Valley Hwy.

00:24:32 --> 00:24:37: 1 Corridor improvement program. We've recently completed

00:24:37 --> 00:24:39: upgrades to the

00:24:39 --> 00:24:41: highway between 20 2nd St and the new 2 16th

00:24:41 --> 00:24:45: St Interchange in Langley.

00:24:45 --> 00:24:48: You will also know that work is expected to be

00:24:48 --> 00:24:52: underway soon on the segment of Hwy 1 between 2

00:24:52 --> 00:24:55: 16th St and 264th St and that we build gun

00:24:55 --> 00:24:58: preliminary designs and public engagement on increasing

00:24:58 --> 00:24:59: capacity,

00:24:59 --> 00:25:03: and it's an important region and keep goods movement Ruth

00:25:03 --> 00:25:03: root,

00:25:03 --> 00:25:08: so having such sufficiently resilient and robust highway

00:25:08 --> 00:25:08: systems here

00:25:08 --> 00:25:11: are a must.

00:25:11 --> 00:25:16: But if the region is growing and the lack of

00:25:16 --> 00:25:16: housing affordability in Metro Vancouver is driving much of

00:25:16 --> 00:25:20: this

00:25:20 --> 00:25:24: growth,

00:25:24 --> 00:25:25: then increase capacity along the highway is only going to

00:25:25 --> 00:25:29: take us so far before even more capacity and then

00:25:29 --> 00:25:33: even more capacity.

00:25:33 --> 00:25:37: Is needed. Our investment to add a third lane in

00:25:37 --> 00:25:41: each direction of Hwy 1 will no doubt provide greater

00:25:41 --> 00:25:41: reliability along this important corridor and it will enable us

00:25:41 --> 00:25:41: to make some key safety upgrades for all Rd users,

00:25:41 --> 00:25:44: including people who are traveling by active transportation.

00:25:44 --> 00:25:47: But we also know that at some point adding even

00:25:47 --> 00:25:50: more lanes to the highway after that to solve traffic

00:25:50 --> 00:25:54: congestion will likely only make this challenge worse.

00:25:54 --> 00:25:57: So what is the solution?

00:25:57 --> 00:26:00: That's where our government's new forward looking and holistic approach

00:26:00 --> 00:26:04: to transportation will become so important to delivering solutions for

00:26:04 --> 00:26:06: people today and well into the future.

00:26:06 --> 00:26:10: By being more deliberate about integrating land use management with

00:26:10 --> 00:26:12: forward thinking,

00:26:12 --> 00:26:14: transportation planning to create compact,

00:26:14 --> 00:26:18: livable communities, we can actually support growth in areas like

00:26:18 --> 00:26:23: the Fraser Valley while shortening the distances that people travel,

00:26:23 --> 00:26:28: thereby reducing the stress we put onto our roads.

00:26:28 --> 00:26:29: So this means building childcare,

00:26:29 --> 00:26:31: near schools, schools near homes,

00:26:31 --> 00:26:34: homes near jobs, jobs near industrial lands and so forth.

00:26:34 --> 00:26:37: And by doing this we can actually enable more choices

00:26:37 --> 00:26:41: for how people can travel because the distances become far

00:26:41 --> 00:26:42: more manageable.

00:26:42 --> 00:26:45: And that means maybe you won't need to drive your

00:26:45 --> 00:26:47: car 30 kilometers roundtrip everyday anymore.

00:26:47 --> 00:26:50: Maybe your trip is now short enough,

00:26:50 --> 00:26:53: or direct enough to take a bus to bicycle,

00:26:53 --> 00:26:56: or maybe even walk. And this leaves more space on

00:26:56 --> 00:26:58: the roads for those who need.

00:26:58 --> 00:27:02: Their vehicles for movement and of course for goods movement

00:27:02 --> 00:27:02: as well.

00:27:02 --> 00:27:05: And though we can't shorten all of these trips to

00:27:05 --> 00:27:08: eliminate the need to need for cars altogether,

00:27:08 --> 00:27:11: we can certainly enable some pretty key connections through rapid

00:27:11 --> 00:27:12: public transit.

00:27:12 --> 00:27:15: And this was mentioned by Minister Fleming earlier on as

00:27:15 --> 00:27:15: well,

00:27:15 --> 00:27:19: and that's why we are fully committed to extending the

00:27:19 --> 00:27:22: Surry Langley Sky train all the way out to Langley

00:27:23 --> 00:27:23: City.



00:27:23 --> 00:27:27: This project will provide not only more socially and environmentally  
00:27:27 --> 00:27:30: responsible transportation choices for people self the Fraser,  
00:27:30 --> 00:27:34: but also opportunities for transit oriented development and.  
00:27:34 --> 00:27:38: Affordable housing, so these are the things that we're working  
00:27:38 --> 00:27:41: with the Mayor's Council on and we're looking to continue  
00:27:41 --> 00:27:45: our work with the federal government to finalize plans for  
00:27:45 --> 00:27:48: the complete Surry Langley, Skyrim project now.  
00:27:48 --> 00:27:51: Mr. Fleming and I and I have only just scratched  
00:27:51 --> 00:27:54: the surface of what we've got going on.  
00:27:54 --> 00:27:58: The suffice it to say that as a province we  
00:27:58 --> 00:28:00: have a lot going for us,  
00:28:00 --> 00:28:02: and as we turn towards recovery,  
00:28:02 --> 00:28:05: our government has a plan to build on our strengths,  
00:28:05 --> 00:28:09: invest in stronger communities and train people for good careers,  
00:28:09 --> 00:28:13: and these investments will help deliver the services that people  
00:28:13 --> 00:28:15: count on while supporting a strong,  
00:28:15 --> 00:28:17: sustainable economy and more livable communities,  
00:28:17 --> 00:28:19: not just in. Urban areas but in sub urban areas  
00:28:20 --> 00:28:21: and even in rural areas as well.  
00:28:21 --> 00:28:24: We can increase the quality of life for British Columbians  
00:28:24 --> 00:28:25: throughout the province,  
00:28:25 --> 00:28:27: so thank you so much for inviting us to be  
00:28:27 --> 00:28:30: a part of today's virtual event and I look forward  
00:28:30 --> 00:28:32: to a time when I could meet you all in  
00:28:32 --> 00:28:33: person.  
00:28:34 --> 00:28:37: Great, well thanks very much and I think we have  
00:28:37 --> 00:28:38: the three of us.  
00:28:38 --> 00:28:39: We could just dive in.  
00:28:39 --> 00:28:41: There's a lot there and I I'm already.  
00:28:41 --> 00:28:43: I'm already thinking will will read shake things a little  
00:28:43 --> 00:28:46: bit just based on what you both said and and  
00:28:46 --> 00:28:48: there was a phrase that I wrote down how there  
00:28:48 --> 00:28:50: it is. I wrote down Mr Fleming when you were  
00:28:50 --> 00:28:52: speaking in this idea trying to right now you were  
00:28:52 --> 00:28:55: kind of income for exactly I'm gonna paraphrase it a  
00:28:55 --> 00:28:57: bit. You were chasing growth and now you want to  
00:28:57 --> 00:28:58: shape growth right?  
00:28:58 --> 00:29:00: And I think that it's very similar to what you  
00:29:00 --> 00:29:01: were just saying.

00:29:01 --> 00:29:03: Miss Mr Moss so I wonder if you could.  
00:29:03 --> 00:29:05: You could maybe elaborate that on.  
00:29:05 --> 00:29:06: A bit more, I mean,  
00:29:06 --> 00:29:09: I think you know you talked about the Massey Tunnel  
00:29:09 --> 00:29:10: connection is a is it?  
00:29:10 --> 00:29:13: Maybe we'll start there and maybe work our way way  
00:29:13 --> 00:29:15: East 'cause that is where we're chasing the growth or  
00:29:15 --> 00:29:17: wanting to shape the growth in many ways.  
00:29:17 --> 00:29:19: Obviously Broadway, it is slightly different beast,  
00:29:19 --> 00:29:22: so if we talk about the George Massey Tunnel,  
00:29:22 --> 00:29:24: I mean obviously there was an original project in place  
00:29:24 --> 00:29:27: or plan in place that was mothballed and now you're  
00:29:27 --> 00:29:30: going through the new consultation so how do you see  
00:29:30 --> 00:29:33: that fat fitting in with one obviously accommodating the  
existing  
00:29:33 --> 00:29:35: vehicular traffic and a little bit of public transit.  
00:29:35 --> 00:29:38: Traffic via bus to is there going to be talk  
00:29:38 --> 00:29:39: of maybe a better rapid boss?  
00:29:39 --> 00:29:41: Or is there some sort of public transit option?  
00:29:41 --> 00:29:44: I mean that scene or sorry I like rail type  
00:29:44 --> 00:29:44: option.  
00:29:44 --> 00:29:47: Seems a bit far fetched given where where it's situated,  
00:29:47 --> 00:29:50: but I wonder if you could elaborate a bit on  
00:29:50 --> 00:29:50: that.  
00:29:50 --> 00:29:52: And maybe we'll start with you.  
00:29:52 --> 00:29:52: You administer Fleming.  
00:29:53 --> 00:29:56: OK, yeah, so let's start with Massey.  
00:29:56 --> 00:29:59: I think I mean on the one hand it's about  
00:29:59 --> 00:30:04: alleviating a bottleneck that has really compromised the other  
parts  
00:30:04 --> 00:30:06: of the transportation network.  
00:30:06 --> 00:30:10: So we we need a replacement and the crossing technology  
00:30:10 --> 00:30:12: from what was great in 1959.  
00:30:12 --> 00:30:16: But in the year 2021 is is is causing people  
00:30:17 --> 00:30:20: a lot of time in their lives to get through  
00:30:21 --> 00:30:21: there.  
00:30:21 --> 00:30:24: It's also a really really important.  
00:30:24 --> 00:30:28: We believe national trade corridor so BC is seeking,  
00:30:28 --> 00:30:33: you know, federal consideration that they've given in places  
like  
00:30:33 --> 00:30:36: Ontario and Quebec for national trade corridors.  
00:30:36 --> 00:30:41: We think in terms of trying to build back better.  
00:30:41 --> 00:30:45: This is a significant route for not just commuters,

00:30:45 --> 00:30:49: but for goods getting South of the border.

00:30:49 --> 00:30:54: There is no pedestrian or cycling links right now,

00:30:54 --> 00:30:56: so. It's just a vehicle only tunnel that's got to

00:30:57 --> 00:30:58: be fixed and public transit,

00:30:58 --> 00:31:01: and I'll leave the details later until we get to

00:31:01 --> 00:31:03: get to a decision point.

00:31:03 --> 00:31:04: So I apologize that we can't,

00:31:04 --> 00:31:06: you know, spill the beans right now,

00:31:06 --> 00:31:11: but. Let's just say that public transit has to be

00:31:11 --> 00:31:15: given real priority on on on the new crossing that

00:31:15 --> 00:31:17: we will announce,

00:31:17 --> 00:31:20: and it's I will say to it,

00:31:20 --> 00:31:23: it is. It is really positive that the federal government

00:31:23 --> 00:31:27: announced during kovid the creation of a permanent transit

00:31:27 --> 00:31:32: funding.

00:31:27 --> 00:31:32: Mr. Mom mentioned Translink mayors Council sitting down to

00:31:32 --> 00:31:36: create

00:31:32 --> 00:31:36: the next 10 year priority plan and so that's a

00:31:36 --> 00:31:39: new feature that's going to help them decide.

00:31:39 --> 00:31:42: You know what's what's important for the region in terms

00:31:42 --> 00:31:43: of the shaping growth.

00:31:43 --> 00:31:46: I'll put it this way.

00:31:46 --> 00:31:48: Mr. Mom mentioned the highway,

00:31:48 --> 00:31:52: widening all the way out to walk com Rd.

00:31:52 --> 00:31:56: I mean that's going through areas that say in Abbotsford

00:31:56 --> 00:31:57: right now,

00:31:57 --> 00:32:00: one acre, single family, residential zoning.

00:32:00 --> 00:32:03: Uhm, and we need to be able to look at

00:32:03 --> 00:32:05: intersection underpass,

00:32:05 --> 00:32:08: Overpass Transit access, priority that on a corridor.

00:32:08 --> 00:32:11: Right now that only has about 2%

00:32:11 --> 00:32:15: of the mode share on public transit.

00:32:15 --> 00:32:18: We need to use an infrastructure project that may look

00:32:18 --> 00:32:21: traditional on paper and make it innovative and about

00:32:21 --> 00:32:23: building

00:32:21 --> 00:32:23: complete communities,

00:32:23 --> 00:32:27: livable communities, and I know we benefit from having some

00:32:27 --> 00:32:30: mayors who are really into that in the Fraser Valley.

00:32:30 --> 00:32:32: They have excellent leadership right now,

00:32:32 --> 00:32:36: they're they're. They're in the midst of updating the planning

00:32:36 --> 00:32:37: documents that guide that.

00:32:37 --> 00:32:40: And let's let's put it this way,

00:32:40 --> 00:32:44: having six stations going out from Surry all the way

00:32:44 --> 00:32:44: to.

00:32:44 --> 00:32:48: To Langley on the sky train there is is.

00:32:48 --> 00:32:51: The kind of opportunity you don't get very often to

00:32:51 --> 00:32:54: be able to create something that is vastly different than

00:32:54 --> 00:32:58: where the Fraser Valley has traditionally been and what its

00:32:58 --> 00:32:59: future looks like.

00:33:01 --> 00:33:03: Did you want to add something Mr.

00:33:03 --> 00:33:03: Mom.

00:33:04 --> 00:33:07: Yeah, I mean Minister Fleming covered most of it.

00:33:07 --> 00:33:10: I would I would offer also that land use planning

00:33:10 --> 00:33:14: is actually one of the most powerful tools that we

00:33:14 --> 00:33:17: have available to us to create livable communities.

00:33:17 --> 00:33:20: The building of infrastructure is absolutely important,

00:33:20 --> 00:33:22: and I say this as a Minister of State for

00:33:22 --> 00:33:27: infrastructure and as a professional engineer whose

00:33:27 --> 00:33:28: background came in

00:33:27 --> 00:33:28: construction.

00:33:28 --> 00:33:31: I love building things. Building infrastructure is very important.

00:33:31 --> 00:33:34: However it is often. It is often looked to.

00:33:34 --> 00:33:37: As the solution for a lot of challenges that our

00:33:37 --> 00:33:41: communities face exclusively look to as a solution,

00:33:41 --> 00:33:44: when in reality if we actually put a little bit

00:33:44 --> 00:33:47: more effort into the into the back end into the

00:33:47 --> 00:33:51: planning piece and actually arranged our land use more

00:33:51 --> 00:33:55: deliberately,

00:33:51 --> 00:33:55: we can actually get more out of the infrastructure that

00:33:55 --> 00:33:58: exists today and more out of the infrastructure that we

00:33:58 --> 00:34:00: built into the future.

00:34:00 --> 00:34:04: If every single car on Hwy 1 has to do

00:34:04 --> 00:34:04: it.

00:34:04 --> 00:34:08: 30 or 40 kilometer roundtrip if every household has needs

00:34:08 --> 00:34:09: to build,

00:34:09 --> 00:34:13: and a 40 kilometer round trip in their cars in

00:34:13 --> 00:34:17: order to live their daily lives in order to just

00:34:17 --> 00:34:19: get to work and home,

00:34:19 --> 00:34:22: then you're not actually going to be able to serve

00:34:22 --> 00:34:26: that many people on the highways if everybody's commute

00:34:26 --> 00:34:30: was

00:34:26 --> 00:34:30: cut back to five kilometers or even one kilometer,

00:34:30 --> 00:34:33: you could actually. Your infrastructure can now serve far

00:34:34 --> 00:34:35: greater

00:34:34 --> 00:34:35: purposes and your.

00:34:35 --> 00:34:39: Reducing the amount of time that people are spending stuck

00:34:39 --> 00:34:39: in traffic,  
00:34:39 --> 00:34:43: you're creating more livable communities and a higher quality  
of  
00:34:43 --> 00:34:44: life.  
00:34:44 --> 00:34:47: You may even be able to remove the car from  
00:34:47 --> 00:34:49: the roadways altogether.  
00:34:49 --> 00:34:53: There are lots of jobs and lots of industries out  
00:34:53 --> 00:34:56: in the Fraser Valley that require Rd access.  
00:34:56 --> 00:35:00: You know you're not moving your cows on a on  
00:35:00 --> 00:35:01: a bus,  
00:35:01 --> 00:35:05: let's say, but there aren't definitely jobs that are growing.  
00:35:05 --> 00:35:09: Or the opportunity to create jobs in the Fraser Valley  
00:35:09 --> 00:35:12: that matched the type of jobs that people who live  
00:35:12 --> 00:35:14: there are looking for.  
00:35:14 --> 00:35:15: There will be office workers.  
00:35:15 --> 00:35:20: There will be people who go to the grocery store  
00:35:20 --> 00:35:22: that have the ability to.  
00:35:22 --> 00:35:25: By their bikes to and from work,  
00:35:25 --> 00:35:28: if given a safe option to do so,  
00:35:28 --> 00:35:32: but right now it's a very car centric region and  
00:35:32 --> 00:35:37: we are optimistic at that where that with the right  
00:35:37 --> 00:35:41: supports with the right forward thinking and and the right  
00:35:41 --> 00:35:44: investments we can actually help change that.  
00:35:46 --> 00:35:48: That's great, and actually, you know,  
00:35:48 --> 00:35:50: I think what I'd like to keep on this theme  
00:35:50 --> 00:35:53: that 'cause I you raised a really interesting main point  
00:35:53 --> 00:35:55: of the city of getting back to this idea.  
00:35:55 --> 00:35:57: Story of shaping the growth and and two things are  
00:35:57 --> 00:35:59: sort of preface saying we did have your colleague Minister  
00:35:59 --> 00:36:00: Kaylin Kaylin.  
00:36:00 --> 00:36:02: Come on and talk about the economic sort of recovery  
00:36:02 --> 00:36:05: and where they where his ministry is trying to take.  
00:36:05 --> 00:36:07: You know, shaping shaping the recovery post COVID and  
the  
00:36:07 --> 00:36:09: recovery of the future for BC and one of the  
00:36:10 --> 00:36:10: things we talked.  
00:36:10 --> 00:36:13: He talked, talked about at least a little bit.  
00:36:13 --> 00:36:15: Was this idea of the burgeoning sort of sectors that  
00:36:15 --> 00:36:17: are out in the Fraser Valley.  
00:36:17 --> 00:36:19: Agritec obviously is is is in the headlines.  
00:36:19 --> 00:36:21: It seems like all the time,  
00:36:21 --> 00:36:23: at least on my LinkedIn anyways,  
00:36:23 --> 00:36:24: and among among other areas.

00:36:24 --> 00:36:27: And I also saw I don't know if he's still  
00:36:27 --> 00:36:27: here,  
00:36:27 --> 00:36:30: but the VP external from University of Fraser Valley,  
00:36:30 --> 00:36:33: Craig Daves here and we've been having conversations  
about ULI&UFE  
00:36:33 --> 00:36:36: partnering together to talk about the future of the valley.  
00:36:36 --> 00:36:38: Talk about how we should reshape it,  
00:36:38 --> 00:36:41: because what what I've seen and what my other people  
00:36:41 --> 00:36:43: in my sort of in our network of the new  
00:36:43 --> 00:36:45: I've seen is post pandemic,  
00:36:45 --> 00:36:47: but ton of movement of people out there.  
00:36:47 --> 00:36:49: Really, you know home sales,  
00:36:49 --> 00:36:51: hitting record levels and Chilliwack and Abbotsford and  
mission.  
00:36:51 --> 00:36:54: And like you know we might already miss the chance  
00:36:54 --> 00:36:57: to chase the growth 'cause the demand is out there.  
00:36:57 --> 00:36:59: But I also if I I you will both know  
00:36:59 --> 00:37:01: the numbers better than me.  
00:37:01 --> 00:37:03: But my understanding is the vast majority of the lion  
00:37:03 --> 00:37:06: shares of trips within the valley stay within the valley  
00:37:06 --> 00:37:08: and and when I say the valley,  
00:37:08 --> 00:37:09: I don't just mean Langley.  
00:37:09 --> 00:37:11: I mean Maple Ridge mission,  
00:37:11 --> 00:37:13: Abbotsford, Chilliwack etc. And so I guess my question  
would  
00:37:13 --> 00:37:16: be in terms of thinking about infrastructure investments if we  
00:37:16 --> 00:37:18: try and if we're having this conversation with.  
00:37:18 --> 00:37:20: Saving the future of the region from a land use  
00:37:20 --> 00:37:21: perspective.  
00:37:21 --> 00:37:23: A jobs growth perspective. You know,  
00:37:23 --> 00:37:25: Craig, with sharing where their student numbers are flowing  
from  
00:37:25 --> 00:37:27: everywhere and all over and staying there,  
00:37:27 --> 00:37:29: and they're attracting a lot of students.  
00:37:29 --> 00:37:31: How are people going to get around to your point?  
00:37:31 --> 00:37:34: Mr. Mob, that the highways are the main thing you're  
00:37:34 --> 00:37:35: talking about expanding it?  
00:37:35 --> 00:37:38: But what is the way to move people around within  
00:37:38 --> 00:37:40: the region if so much of that's going on there?  
00:37:40 --> 00:37:43: And we likely will continue to see pretty substantive growth,  
00:37:43 --> 00:37:45: at least by by the numbers I've seen from from  
00:37:45 --> 00:37:46: home sales to demand.  
00:37:47 --> 00:37:51: Yeah I would. I was saying that it some your

00:37:51 --> 00:37:54: your point about how a lot of the trips are  
 00:37:54 --> 00:37:59: actually within the Fraser Valley itself is a really important  
 00:37:59 --> 00:38:02: point to make because what it means is that the  
 00:38:02 --> 00:38:05: highway in and of itself is not.  
 00:38:05 --> 00:38:09: It's not the exclusive solution for for the Fraser Valley,  
 00:38:09 --> 00:38:12: it also means or. It also emphasizes the importance of  
 00:38:12 --> 00:38:16: working with local governments on helping them shape their  
 communities  
 00:38:16 --> 00:38:17: and shaping local.  
 00:38:17 --> 00:38:21: Road networks and in order to support various modes of  
 00:38:21 --> 00:38:22: transportation,  
 00:38:22 --> 00:38:26: there are people in the Fraser Valley who would love  
 00:38:26 --> 00:38:28: to spend less time in their cars.  
 00:38:28 --> 00:38:32: And if you want to build safe infrastructure for active  
 00:38:32 --> 00:38:36: travel for public transit in order for those modes of  
 00:38:36 --> 00:38:38: transportation to be viable and not,  
 00:38:38 --> 00:38:42: you know, take you 3 hours to do what you  
 00:38:42 --> 00:38:43: could take,  
 00:38:43 --> 00:38:45: do in a car for 30 minutes.  
 00:38:45 --> 00:38:48: You do need that proper length.  
 00:38:48 --> 00:38:52: That land use management and that land use planning  
 aspect  
 00:38:52 --> 00:38:55: so it speaks to the need for provincial governments to  
 00:38:55 --> 00:38:58: also be working with the local governments.  
 00:38:58 --> 00:39:02: We can't do this alone because our infrastructure out there  
 00:39:02 --> 00:39:03: may very well be.  
 00:39:03 --> 00:39:06: You've got the sky train and you've got the highways,  
 00:39:06 --> 00:39:08: but jurisdiction over local Rd networks,  
 00:39:08 --> 00:39:10: which is also extremely important.  
 00:39:10 --> 00:39:12: Still lies with the local communities,  
 00:39:12 --> 00:39:16: so we've got to work together on this for sure.  
 00:39:17 --> 00:39:19: Mr Fleming. Is there anything you wanted to add to  
 00:39:19 --> 00:39:19: that?  
 00:39:21 --> 00:39:23: No, I I would just that.  
 00:39:23 --> 00:39:26: I mean I was surprised by the data that to  
 00:39:26 --> 00:39:27: Mr Moss Point,  
 00:39:27 --> 00:39:30: 80% of TRIPS originating within the valley stay within the  
 00:39:30 --> 00:39:30: valley.  
 00:39:30 --> 00:39:33: And I think the assumption was everybody's just clogging up  
 00:39:33 --> 00:39:35: the highway to get into Vancouver.  
 00:39:35 --> 00:39:38: So so that's that's a challenge we've got to come  
 00:39:38 --> 00:39:41: up with better ways for people to get.

00:39:41 --> 00:39:44: You know, between Abbotsford and Chilliwack or between Langley and

00:39:44 --> 00:39:45: Chilliwack and the mission.

00:39:45 --> 00:39:47: Mission development is is proceeding apace.

00:39:47 --> 00:39:52: We've got lots of. You know exciting opportunities,

00:39:52 --> 00:39:56: including perhaps rail based solutions out in the valley that are worthy of serious examination because.

00:39:56 --> 00:39:59: You can't. There's certain people that are averse to bust

00:39:59 --> 00:40:02: my observation through the years.

00:40:02 --> 00:40:04: Is suburbanites like like rail and yeah they they love

00:40:04 --> 00:40:07: him and you know there there there is a lot

00:40:07 --> 00:40:10: of legacy infrastructure out there that might be able to

00:40:10 --> 00:40:14: be utilized for that. We're going to have a serious

00:40:14 --> 00:40:17: look at that.

00:40:17 --> 00:40:18: The highway will always be the highway.

00:40:18 --> 00:40:20: I mean it is literally how the.

00:40:20 --> 00:40:23: 3,000,000 Fraser Valley and lower mainlanders.

00:40:23 --> 00:40:27: Connect with, you know the 2 million people in the

00:40:27 --> 00:40:30: rest of the problems you've got to go through there,

00:40:30 --> 00:40:33: so we've got to make sure that the highway is

00:40:33 --> 00:40:36: functioning both for local residents and for British

00:40:36 --> 00:40:39: Columbians.

00:40:39 --> 00:40:42: Tide to other parts of the province,

00:40:42 --> 00:40:44: but we want to again to go back to the

00:40:44 --> 00:40:48: point if we're going to make those kinds of investments

00:40:48 --> 00:40:51: we want to make sure that we're leveraging a lot

00:40:51 --> 00:40:54: of things like and, and that means using integrated

00:40:54 --> 00:40:57: transportation

00:40:57 --> 00:40:58: development principles around what may look like if

00:40:58 --> 00:41:01: traditional intersection

00:40:58 --> 00:41:01: improvements.

00:41:01 --> 00:41:04: Or an underpass. Or those sorts of things is is

00:41:01 --> 00:41:04: is get to Minister Moss Point the land use transformation

00:41:05 --> 00:41:09: potential around that kind of infrastructure investment is

00:41:05 --> 00:41:09: significant.

00:41:10 --> 00:41:13: Yeah, I think that that's really it's interesting.

00:41:13 --> 00:41:15: I didn't raise this idea of even maybe there's there's

00:41:15 --> 00:41:16: some using existing.

00:41:16 --> 00:41:18: I guess you'd call legacy infrastructure there,

00:41:18 --> 00:41:21: or the infrastructure of the infrastructure to maybe see how

00:41:21 --> 00:41:22: to move.

00:41:22 --> 00:41:23: I know, I know, Craig,

00:41:23 --> 00:41:26: assuring me that the university ended up creating shuttle



services

00:41:26 --> 00:41:29: to try and move students because I saw so many

00:41:29 --> 00:41:29: demand.

00:41:29 --> 00:41:32: You know whether it's you know from Chilliwack and back

00:41:32 --> 00:41:35: and forth and and little omission and other parts of

00:41:35 --> 00:41:35: the region.

00:41:35 --> 00:41:37: So it's interesting, is it,

00:41:37 --> 00:41:41: you know, is what's that expression is a dog dog.

00:41:41 --> 00:41:43: Talladaga Talkback it's all kind of thing is,

00:41:43 --> 00:41:46: but I think it's important that's why the reasons we've

00:41:46 --> 00:41:48: been talking to them about what is the future of

00:41:48 --> 00:41:51: land use use out there and and how do we

00:41:51 --> 00:41:53: bring the stakeholders together between UFE&ULI to try and

have

00:41:53 --> 00:41:54: that conversation?

00:41:54 --> 00:41:56: So I think it's something that something to think about

00:41:56 --> 00:41:58: and be apart of overtime,

00:41:58 --> 00:42:00: but I did want to shift back a little bit

00:42:00 --> 00:42:02: into this idea that you know,

00:42:02 --> 00:42:04: and he made the point about land use and and

00:42:04 --> 00:42:05: a comedy.

00:42:05 --> 00:42:06: You know, we need the infrastructure,

00:42:06 --> 00:42:09: but it's gotta be layered in with like whether it's

00:42:09 --> 00:42:11: affordable housing or jobs base or childcare and.

00:42:11 --> 00:42:14: All the other needs that that cities need and citizens

00:42:14 --> 00:42:15: need,

00:42:15 --> 00:42:17: but they they should go hand in hand.

00:42:17 --> 00:42:20: And one question I had and this was something that

00:42:20 --> 00:42:22: was asked of me beforehand.

00:42:22 --> 00:42:25: Was you know whether you have your existing new

nurseries,

00:42:25 --> 00:42:29: your new existing stuff that's going in Broadway subway

would

00:42:29 --> 00:42:30: be an example.

00:42:30 --> 00:42:33: The highway and some of the new stuff that's planned

00:42:33 --> 00:42:35: like the Sky Train to Langley is,

00:42:35 --> 00:42:38: you know, there. There's infrastructure to accommodate the

growth beyond

00:42:38 --> 00:42:39: that infrastructure.

00:42:39 --> 00:42:40: Water, sewer, electric. You know.

00:42:40 --> 00:42:43: Hydro, hydro, electricity. And all the utilities that can

accommodate

00:42:43 --> 00:42:43: that.

00:42:43 --> 00:42:46: How? How does the the ministry that does it view  
00:42:46 --> 00:42:46: it that way?  
00:42:46 --> 00:42:49: And they find a way to work with municipal governments  
00:42:49 --> 00:42:49: to bring that in?  
00:42:49 --> 00:42:52: Or could you shed a bit of light on that?  
00:42:52 --> 00:42:54: And I don't know who's best to take that question,  
00:42:54 --> 00:42:54: maybe?  
00:42:56 --> 00:42:57: We will probably both want to comment on that one.  
00:42:57 --> 00:43:00: I would think that. Yeah,  
00:43:00 --> 00:43:04: I think what's exciting is we have really close working  
00:43:04 --> 00:43:05: relationship.  
00:43:05 --> 00:43:10: Collaborative relationship with local governments out in the  
Fraser Valley.  
00:43:10 --> 00:43:14: They they realize the you know massive opening up of  
00:43:14 --> 00:43:18: potential that the Sky train extension for example,  
00:43:18 --> 00:43:21: will. Provide it, you know,  
00:43:21 --> 00:43:23: it warrants us looking at how we can better support  
00:43:24 --> 00:43:27: and already hugely successful West Coast Express and  
whether there  
00:43:27 --> 00:43:30: is connections in there that that that that can be  
00:43:30 --> 00:43:34: made as well. But and and we've got lots of  
00:43:35 --> 00:43:35: sky,  
00:43:35 --> 00:43:38: train or or you know that type of public transit  
00:43:38 --> 00:43:41: investment that that gives us lessons for the future.  
00:43:41 --> 00:43:44: I think we missed out a bit on the Canada  
00:43:44 --> 00:43:47: line or the way it's shaped Richmond in in I  
00:43:47 --> 00:43:50: think should have been anticipated ways is instructive.  
00:43:50 --> 00:43:53: And and it's the former Minister of Education,  
00:43:53 --> 00:43:56: I can't remember. We talked about this when I was  
00:43:56 --> 00:43:58: with the ULI last time,  
00:43:58 --> 00:44:01: but there should have been a downtown Richmond new  
school  
00:44:01 --> 00:44:03: that was part of the residential and.  
00:44:03 --> 00:44:06: Commercial development that that went down there.  
00:44:06 --> 00:44:09: Indeed there was demand, so parents that are raising  
families  
00:44:09 --> 00:44:12: in it near the Canada line in Richmond or are  
00:44:12 --> 00:44:14: getting in cars and driving to a school.  
00:44:14 --> 00:44:16: That's a couple of kilometres away.  
00:44:16 --> 00:44:19: And of course the prices went out of control and  
00:44:19 --> 00:44:20: we missed.  
00:44:20 --> 00:44:22: We missed the boat, so we want to make sure  
00:44:22 --> 00:44:26: that we avoid that Langley is already used to needing

00:44:26 --> 00:44:27: more and more schools.

00:44:27 --> 00:44:30: So again, it's about getting ahead of it.

00:44:30 --> 00:44:31: But going to Broadway too.

00:44:31 --> 00:44:35: It's interesting because the city of Vancouver should be commended

00:44:35 --> 00:44:36: for doing a good job.

00:44:36 --> 00:44:39: Acquiring sites and lands where the stations are going to be there in the midst of updating the Broadway,

00:44:39 --> 00:44:42: I think they call it the Broadway corridor plan.

00:44:42 --> 00:44:45: The development community has rallied to the potential there,

00:44:45 --> 00:44:48: but they're still waiting for the city to update that

00:44:48 --> 00:44:51: the lines coming construction started.

00:44:51 --> 00:44:54: It's going to be in service in 2025,

00:44:54 --> 00:44:56: so we're going to make sure that we get building

00:44:56 --> 00:45:00: permits a lot faster.

00:45:00 --> 00:45:01: That's the city's job. We're willing to help with ideas.

00:45:01 --> 00:45:05: Provincially, but also. Look at the Great Northern way,

00:45:05 --> 00:45:08: Emily Carr, station development community is contemplating adjacent developments.

00:45:08 --> 00:45:11: In one case. It's a five story commercial building.

00:45:11 --> 00:45:15: They'd love to put 5/8/10 stories of residential into that

00:45:15 --> 00:45:18: development,

00:45:18 --> 00:45:19: but they're currently not allowed to do that,

00:45:19 --> 00:45:21: so can't come soon enough.

00:45:21 --> 00:45:23: We're not quite congruent, but yeah,

00:45:23 --> 00:45:25: again, I guess it's a good dynamic 'cause we're leading

00:45:25 --> 00:45:29: rather than chasing growth in that instance.

00:45:29 --> 00:45:32: Mr Mom yeah,

00:45:32 --> 00:45:34: I. I mean this is a integrated transportation development is

00:45:34 --> 00:45:38: a relatively new approach for for the BC government.

00:45:38 --> 00:45:42: I mean it didn't just start with with Minister Fleming

00:45:42 --> 00:45:46: and I it,

00:45:46 --> 00:45:47: it started certainly back in in the first term of

00:45:47 --> 00:45:50: our government since 2017 when Minister Claire Trevena

00:45:50 --> 00:45:54: was in

00:45:54 --> 00:45:59: this role and Minister Selina Robinson was a municipal affairs

00:45:59 --> 00:46:03: and housing, they too saw the benefit and the power

00:46:03 --> 00:46:03: of.

00:46:03 --> 00:46:06: Integrated land use planning and how how effective or how

00:46:06 --> 00:46:10: important that was from a transportation planning perspective

00:46:10 --> 00:46:13: as well.

00:46:10 --> 00:46:13: But it is relatively new and it's not a very.

00:46:13 --> 00:46:16: I mean, you know, I I can get excited about  
00:46:16 --> 00:46:17: it.  
00:46:17 --> 00:46:20: 'cause I'm a bit of a policy wonk on these  
00:46:20 --> 00:46:20: things,  
00:46:20 --> 00:46:23: but generally people are much more excited about about  
00:46:23 --> 00:46:27: projects  
00:46:23 --> 00:46:27: rather than them planning and talking about these sorts of  
00:46:27 --> 00:46:27: things.  
00:46:27 --> 00:46:30: But it is extremely important and for in a lot  
00:46:30 --> 00:46:31: of ways,  
00:46:31 --> 00:46:34: the types of projects that are currently undergoing.  
00:46:34 --> 00:46:38: Design development construction right now.  
00:46:38 --> 00:46:41: The the kind of work and the kind of planning  
00:46:42 --> 00:46:45: that we can do to really maximize this kind of  
00:46:45 --> 00:46:50: infrastructure is happening as we build it because it is  
00:46:50 --> 00:46:53: relatively new, but I wanted to kind of pull back  
00:46:53 --> 00:46:57: to something that Mr Fleming had talked about 'cause and  
00:46:57 --> 00:47:00: especially in his experience as Minister of Education,  
00:47:00 --> 00:47:04: he often brings up schools and I think that's a  
00:47:04 --> 00:47:07: really excellent example of how impactful land use,  
00:47:07 --> 00:47:12: planning and behavioral. And the impact of trying to adjust  
00:47:12 --> 00:47:15: the behavior of the trips that we make.  
00:47:15 --> 00:47:18: How important it is so.  
00:47:18 --> 00:47:20: Out in out in the North Shore where I am  
00:47:21 --> 00:47:24: folks who are familiar with the North Shore will know  
00:47:24 --> 00:47:28: that traffic and congestion is some of the basically the  
00:47:28 --> 00:47:31: number one issue outside the pandemic and we did a  
00:47:31 --> 00:47:32: study in in 2017,  
00:47:32 --> 00:47:36: 2018 where we looked at all of the different trips  
00:47:36 --> 00:47:39: on the North Shore and it was led by Translink  
00:47:39 --> 00:47:42: and what it found was that on an average weekday  
00:47:42 --> 00:47:46: in the fall between 8:00 AM and 9:00 AM fully  
00:47:46 --> 00:47:46: 25%  
00:47:46 --> 00:47:48: of every car trip on the roads.  
00:47:48 --> 00:47:53: During that hour was related to a school drop off  
00:47:53 --> 00:47:54: or pick up.  
00:47:54 --> 00:47:57: So it was related to basically dropping kids off at  
00:47:58 --> 00:47:58: school.  
00:47:58 --> 00:48:02: Now if parents are dropping their kids off at school  
00:48:02 --> 00:48:05: and then picking them up again in the afternoon,  
00:48:05 --> 00:48:08: that's four trips per family per child,  
00:48:08 --> 00:48:11: right? Because you're going there and you're coming back.

00:48:11 --> 00:48:14: And then in the afternoon you're going out again and  
00:48:14 --> 00:48:15: coming back.  
00:48:15 --> 00:48:18: But if we planned it out so that kids were  
00:48:18 --> 00:48:22: actually able to safely walk or transit or bike to  
00:48:22 --> 00:48:23: school,  
00:48:23 --> 00:48:27: you don't take off. One trip from the roads you  
00:48:27 --> 00:48:29: take off 4 for every kid,  
00:48:29 --> 00:48:32: so that's really powerful. Work that that and we're absolutely  
00:48:32 --> 00:48:36: taking that lens to everything that we're doing in  
transportation  
00:48:36 --> 00:48:36: right now.  
00:48:38 --> 00:48:41: Straight anything? There's actually. There's a couple I'm  
trying to  
00:48:41 --> 00:48:43: mix a few that are Q&A questions in there so  
00:48:43 --> 00:48:46: we can get this money as possible and there's some  
00:48:46 --> 00:48:48: he said and I think I see Crank followed up  
00:48:48 --> 00:48:51: that I think it ties into this conversation to,  
00:48:51 --> 00:48:54: you know whether we're talking about that example you gave  
00:48:54 --> 00:48:56: their minister or Mr Fleming where we talked about at  
00:48:56 --> 00:48:59: the start of the question or the Fraser Valley.  
00:48:59 --> 00:49:01: When you have these sort of in,  
00:49:01 --> 00:49:03: just use the example of Craig gave here the agriculture  
00:49:03 --> 00:49:04: industrial residential pressures,  
00:49:04 --> 00:49:07: you know, school pressures and in in the North Shore  
00:49:07 --> 00:49:08: or school pressures.  
00:49:08 --> 00:49:09: Enrichment is where they highlight.  
00:49:09 --> 00:49:12: I grew up there and I I think that's a  
00:49:12 --> 00:49:13: total swinging a miss.  
00:49:13 --> 00:49:16: You know your ministry or your your your respective  
responsibilities  
00:49:16 --> 00:49:17: is sort of.  
00:49:17 --> 00:49:19: I guess if I could very generically say for the  
00:49:19 --> 00:49:21: actual piece of infrastructure So what,  
00:49:21 --> 00:49:24: what? How when you're talking about doing a more holistic  
00:49:24 --> 00:49:25: planning or approach,  
00:49:25 --> 00:49:28: whether it's right down to say this sort of,  
00:49:28 --> 00:49:31: you know, policy wonk. Nerdy piece of like where where  
00:49:31 --> 00:49:33: pipes going to go all the way up to schools  
00:49:33 --> 00:49:35: and planning and housing?  
00:49:35 --> 00:49:37: You know how does the what role does the provincial  
00:49:37 --> 00:49:39: government see or what?  
00:49:39 --> 00:49:41: Hold you to your ministry ministry playing how did they  
00:49:41 --> 00:49:43: intermix or enter play with each other to have these

00:49:43 --> 00:49:43: conversations?

00:49:43 --> 00:49:46: I know you're saying the cities are need to sort

00:49:46 --> 00:49:46: of lead that,

00:49:46 --> 00:49:49: but it seems like you do need other seats at

00:49:49 --> 00:49:49: the table.

00:49:49 --> 00:49:51: Like is it maybe you could shed some light on

00:49:51 --> 00:49:54: that if there's a if you've addressed it and if

00:49:54 --> 00:49:56: not how maybe we could could do it better.

00:49:57 --> 00:50:00: Go ahead, Mr Fleming. I see you have unmuted.

00:50:00 --> 00:50:02: Oh, I was just you.

00:50:02 --> 00:50:06: Go ahead with this. Forget yeah,

00:50:06 --> 00:50:06: so

00:50:06 --> 00:50:11: so the Ministry of Transportation and Infrastructure is actually

00:50:11 --> 00:50:12: engaging

00:50:11 --> 00:50:12: in a joint in,

00:50:12 --> 00:50:16: let's say a joint project with the Ministry of Municipal

00:50:16 --> 00:50:20: Affairs and right now it is called the Integrated Transportation

00:50:20 --> 00:50:22: Development Strategy.

00:50:22 --> 00:50:25: We're working on a better name,

00:50:25 --> 00:50:29: something that connects with people a little bit more,

00:50:29 --> 00:50:33: but this kind of broader look at what what's going

00:50:33 --> 00:50:35: on in a community like.

00:50:35 --> 00:50:38: The Fraser valley. What kind of land use plans exist

00:50:38 --> 00:50:43: within municipalities where the industrial lands are where the

00:50:43 --> 00:50:43: agricultural

00:50:43 --> 00:50:43: lands are?

00:50:43 --> 00:50:45: What kind of growth we're expecting?

00:50:45 --> 00:50:48: This kind of work is actually being done.

00:50:48 --> 00:50:52: You're right, the Ministry of Transportation normally looks at

00:50:52 --> 00:50:54: things

00:50:52 --> 00:50:54: in a very project centric way.

00:50:54 --> 00:50:57: You're doing 1 project and you're only looking at that.

00:50:57 --> 00:51:00: And our government is changing that.

00:51:00 --> 00:51:03: We want to take a more deliberate role in helping

00:51:03 --> 00:51:06: to support communities to basically become.

00:51:06 --> 00:51:10: These future livable communities, yeah.

00:51:11 --> 00:51:12: Business plan yeah.

00:51:12 --> 00:51:15: No exactly and and I mean so you know the

00:51:16 --> 00:51:20: these Syrian language sky train for example again is is

00:51:20 --> 00:51:24: a huge lever on a much bigger vision around the

00:51:24 --> 00:51:28: Fraser Valley and and those stations are important because

00:51:28 --> 00:51:32: they

00:51:28 --> 00:51:32: will anchor a lot of potential around livable communities and

00:51:32 --> 00:51:35: a different style of development in the Fraser Valley.  
00:51:35 --> 00:51:37: That is really, really exciting.  
00:51:37 --> 00:51:41: Minister Mom mentioned the you know sort of lockstep.  
00:51:41 --> 00:51:44: We have with the Municipal Affairs Ministry,  
00:51:44 --> 00:51:46: we also have on that project committee,  
00:51:46 --> 00:51:49: the Ministry of Education to to go back to that  
00:51:50 --> 00:51:52: example because the province is primarily,  
00:51:52 --> 00:51:54: and I mean like 95%  
00:51:54 --> 00:51:57: responsible for site school site acquisitions.  
00:51:57 --> 00:52:00: BC housing is on that project steering committee as well.  
00:52:00 --> 00:52:04: They've got lots of product lines where they work with  
00:52:04 --> 00:52:06: the private sector and Co.  
00:52:06 --> 00:52:10: Develop things. And then of course they have their own  
00:52:10 --> 00:52:11: standalone developments.  
00:52:11 --> 00:52:16: For very low income projects or other kinds of other  
00:52:16 --> 00:52:20: forms of housing that are unique and primarily led by  
00:52:20 --> 00:52:22: BC housing so.  
00:52:22 --> 00:52:24: It's it's, you know, we always talk about that whole  
00:52:25 --> 00:52:28: government approach and we're actually trying to do that  
right  
00:52:28 --> 00:52:28: now and.  
00:52:28 --> 00:52:31: You don't want to say you're restricted to projects,  
00:52:31 --> 00:52:36: but you don't wanna waste opportunities that big multibillion  
dollar  
00:52:36 --> 00:52:39: projects give you a very good case study if you  
00:52:39 --> 00:52:42: want to call it that to to put some of  
00:52:42 --> 00:52:43: these principles into action, yeah,  
00:52:43 --> 00:52:44: well, sorry,  
00:52:44 --> 00:52:47: please go ahead. I was also going to add while  
00:52:47 --> 00:52:51: we're listing off ministries that are involved were also  
involving  
00:52:51 --> 00:52:52: the Jobs Ministry,  
00:52:52 --> 00:52:56: and we're also connecting with environment and climate  
change because  
00:52:56 --> 00:52:58: that's another piece to the puzzle here.  
00:52:58 --> 00:53:00: Land use. Planning isn't just going,  
00:53:00 --> 00:53:03: it isn't just a powerful tool from a perspective of  
00:53:03 --> 00:53:04: livability.  
00:53:04 --> 00:53:07: Well, I guess this could count as livability,  
00:53:07 --> 00:53:10: which is that it's also a very important tool with  
00:53:10 --> 00:53:14: respect to reducing GHG emissions from transportation.  
00:53:14 --> 00:53:17: So transportation currently accounts for well over 1/3 of the  
00:53:17 --> 00:53:21: GHG emissions that British Columbia is responsible for and

land.

00:53:21 --> 00:53:25: And there are studies that show that smart land use  
00:53:25 --> 00:53:29: planning can reduce GHG emissions in urban areas from  
00:53:29 --> 00:53:30: between  
00:53:30 --> 00:53:31: 20 to 50.  
00:53:31 --> 00:53:32: Percent, and that's huge. Yeah,  
00:53:32 --> 00:53:33: yeah, maybe  
00:53:33 --> 00:53:36: if I could make a pitch.  
00:53:36 --> 00:53:38: Maybe there. Mr. Fleming. Maybe it's a ministry of  
00:53:38 --> 00:53:40: everything.  
00:53:40 --> 00:53:43: It kind of sounds like not living here but but  
00:53:43 --> 00:53:43: I think it's important though,  
00:53:43 --> 00:53:46: because there actually was a question I wanted to get  
00:53:46 --> 00:53:48: to it.  
00:53:48 --> 00:53:50: And and you all kind of touched on it.  
00:53:50 --> 00:53:53: But if you want to add anything,  
00:53:53 --> 00:53:56: just just interrupt me. But you know there was a  
00:53:56 --> 00:53:58: comment and a couple comments and questions around the  
00:53:58 --> 00:53:59: idea  
00:53:59 --> 00:54:00: of you know the pandemic is really showed us that  
00:54:00 --> 00:54:02: the traditional idea of infrastructure Rd bridges that kind of  
00:54:02 --> 00:54:03: thing,  
00:54:03 --> 00:54:05: and the pandemic as we.  
00:54:05 --> 00:54:07: Infrastructure so much more than that,  
00:54:07 --> 00:54:09: it's social infrastructure, community spaces,  
00:54:09 --> 00:54:11: it's childcare. It's it's hot.  
00:54:11 --> 00:54:14: In some ways, housing is increasingly Stina.  
00:54:14 --> 00:54:18: Market likes ours is its infrastructure,  
00:54:18 --> 00:54:21: and so I guess rather you've tried to touched on  
00:54:21 --> 00:54:22: how the different departments and different ministries are  
00:54:22 --> 00:54:24: trying to  
00:54:24 --> 00:54:27: interplay with each other through this more holistic planning  
00:54:27 --> 00:54:27: process.  
00:54:27 --> 00:54:30: But we have there been conversations even with in New  
00:54:30 --> 00:54:31: York we are ministry about,  
00:54:31 --> 00:54:32: you know the idea of infrastructure.  
00:54:32 --> 00:54:35: I mean, I guess it's the Ministry of Transportation and  
00:54:35 --> 00:54:38: Infrastructure,  
00:54:38 --> 00:54:41: but you know that infrastructure is so much more than  
00:54:41 --> 00:54:43: just.  
00:54:43 --> 00:54:46: Roads, bridges, guide, trains, buses,  
00:54:46 --> 00:54:49: that kind of thing and you know is that that  
00:54:49 --> 00:54:52: is an evolving conversation y'all having or.



00:54:39 --> 00:54:43: Yeah, and and just to go back to the Broadway  
00:54:43 --> 00:54:44: subway project.  
00:54:44 --> 00:54:49: I mean that is already an incredibly diverse important jobs  
00:54:49 --> 00:54:51: corridor for the province and.  
00:54:51 --> 00:54:54: It will even grow even more important with.  
00:54:54 --> 00:54:57: With that kind of investment so you know,  
00:54:57 --> 00:55:00: biomedical research, R&D activities of all types,  
00:55:00 --> 00:55:02: obviously robust to retail sector,  
00:55:02 --> 00:55:05: you know we've got major institutions there.  
00:55:05 --> 00:55:09: Vancouver General Hospital children. And and then,  
00:55:09 --> 00:55:10: of course, it you know,  
00:55:10 --> 00:55:14: may observe that beyond Arbutus goes out to you BC,  
00:55:14 --> 00:55:17: which is another major R&D hub and a major destination.  
00:55:17 --> 00:55:19: So I don't know what I would say.  
00:55:19 --> 00:55:22: The difference I see is as a kid growing up  
00:55:23 --> 00:55:26: when the when the Expo line opened up you could.  
00:55:26 --> 00:55:29: You could very much tell that Vancouver is trying to  
00:55:29 --> 00:55:32: retrofit its way into the big leagues and be a  
00:55:32 --> 00:55:33: ideacity like that.  
00:55:33 --> 00:55:36: That had been, you know very car oriented and the  
00:55:36 --> 00:55:38: the difference between that.  
00:55:38 --> 00:55:41: And say the Fraser Valley is that we're actually.  
00:55:41 --> 00:55:44: Shaping growth, we know that's going to come and go  
00:55:44 --> 00:55:47: back to that point and and and,  
00:55:47 --> 00:55:50: and putting in the types of infrastructure that further develop  
00:55:50 --> 00:55:52: other infrastructure we've got.  
00:55:52 --> 00:55:55: What did you say, Vice president from the UFB out  
00:55:55 --> 00:55:56: there?  
00:55:56 --> 00:55:59: I mean, look at all the major institutions in Abbotsford  
00:55:59 --> 00:56:03: airport that was not as significant as it is today.  
00:56:03 --> 00:56:07: 20 years ago, like major areas of manufacturing and different  
00:56:07 --> 00:56:07: types of jobs.  
00:56:07 --> 00:56:11: And obviously a huge residential development interest out  
there.  
00:56:11 --> 00:56:14: And we've got the chance this time to anchor it  
00:56:14 --> 00:56:16: in major public transit infrastructure investments.  
00:56:16 --> 00:56:19: So having it all happen at once as opposed to  
00:56:20 --> 00:56:21: doing it after,  
00:56:21 --> 00:56:22: which is both more expensive.  
00:56:22 --> 00:56:26: And also you've got lots of missed opportunities embedded  
into  
00:56:26 --> 00:56:27: that when you do it after.  
00:56:29 --> 00:56:31: Yeah, and then when you're talking to your devil servant,

00:56:31 --> 00:56:33: maybe I'll get in trouble for saying this,  
 00:56:33 --> 00:56:35: but you can remind them to normal St still looks  
 00:56:35 --> 00:56:37: about the same as it did when the Expo line  
 00:56:37 --> 00:56:38: opens,  
 00:56:38 --> 00:56:40: so not sure. Not sure what happened there,  
 00:56:40 --> 00:56:42: but no, we we fast run out of time here  
 00:56:42 --> 00:56:44: and and I'm sure we could dive into a lot  
 00:56:44 --> 00:56:44: more,  
 00:56:44 --> 00:56:46: but I I gotta be respectful of everyone's time and  
 00:56:47 --> 00:56:47: yours.  
 00:56:47 --> 00:56:49: So I did want to give you both a chance  
 00:56:49 --> 00:56:51: to give a final quick quick remark are parting remark  
 00:56:51 --> 00:56:52: to us.  
 00:56:52 --> 00:56:54: I hope we can continue the conversation that many  
 conversations  
 00:56:54 --> 00:56:56: we were having with yourselves and your other colleagues,  
 00:56:56 --> 00:56:59: 'cause they think there's so much so much work we  
 00:56:59 --> 00:56:59: could be doing to.  
 00:56:59 --> 00:57:02: As well, our focus is UI is trying to do  
 00:57:02 --> 00:57:04: that best practices and in in city building essentially.  
 00:57:04 --> 00:57:07: And you know, there's lots of ways to bring in  
 00:57:07 --> 00:57:10: our network or there's lots for us to talk about  
 00:57:10 --> 00:57:10: now,  
 00:57:10 --> 00:57:12: but any final remarks. So maybe Minister Minister stable let  
 00:57:13 --> 00:57:13: you go first.  
 00:57:15 --> 00:57:18: Yeah, thank you so much for this conversation.  
 00:57:18 --> 00:57:23: I think that it's incredibly important to have spread the  
 00:57:23 --> 00:57:27: word about how exciting land use planning is because it,  
 00:57:27 --> 00:57:30: yeah, it's not quite as sexy on paper,  
 00:57:30 --> 00:57:33: but it really is very exciting work.  
 00:57:33 --> 00:57:38: And to your point about infrastructure being built more than  
 00:57:38 --> 00:57:38: roads,  
 00:57:38 --> 00:57:40: bridges, highways, and so forth.  
 00:57:40 --> 00:57:44: You're absolutely right. Don't don't let the placement of.  
 00:57:44 --> 00:57:47: Of I guess our or the the name of our  
 00:57:47 --> 00:57:51: ministry suggests that our government thinks that  
 infrastructure that hospital  
 00:57:51 --> 00:57:54: schools and so forth don't count as infrastructure.  
 00:57:54 --> 00:57:57: It just happens to be the way that the that  
 00:57:57 --> 00:57:59: the ministries are titled.  
 00:57:59 --> 00:58:03: But we've got a lot of work ahead of us.  
 00:58:03 --> 00:58:06: We've got the largest capital program ever undertaken by the

00:58:06 --> 00:58:10: provincial government and some of that is transportation specific.

00:58:10 --> 00:58:12: But a lot of it is all of those other

00:58:12 --> 00:58:14: kinds of infrastructure.

00:58:14 --> 00:58:17: That you've listed, so we've got work ahead of us

00:58:17 --> 00:58:19: and thank you so much for having me and I'll

00:58:19 --> 00:58:20: leave it to administer Fleming.

00:58:20 --> 00:58:21: Dick goes off.

00:58:22 --> 00:58:25: Great, well thank you for the opportunity and I feel

00:58:25 --> 00:58:29: a little bit conflicted that we didn't cover the Capital

00:58:29 --> 00:58:30: Region my own region,

00:58:30 --> 00:58:32: but certainly some of the no

00:58:32 --> 00:58:37: cover and and some of the principles we talked about

00:58:37 --> 00:58:41: today equally apply to the way we want to develop.

00:58:41 --> 00:58:44: And have our investments to work with your Members in

00:58:44 --> 00:58:45: places like Kamloops,

00:58:45 --> 00:58:48: Prince George, the connection we're seeing the the Southern

00:58:48 --> 00:58:51: Okanagan

00:58:48 --> 00:58:51: plan between Kelowna impact in the communities in

00:58:51 --> 00:58:54: between.

00:58:51 --> 00:58:54: So we're very fortunate we didn't even talk mentioned BC

00:58:54 --> 00:58:55: Transit.

00:58:55 --> 00:58:58: So I have to give them a shout out.

00:58:58 --> 00:59:01: We're really fortunate to be unique in this country to

00:59:01 --> 00:59:05: have public transit service and 130 communities in BC and

00:59:05 --> 00:59:07: and our budget again is going to invest in in

00:59:07 --> 00:59:09: better service there, but no,

00:59:09 --> 00:59:12: I look forward to. Engaging with your members.

00:59:12 --> 00:59:14: Affordability is the perpetual challenge in BC.

00:59:14 --> 00:59:18: Your Members have really good ideas about what consumers

00:59:18 --> 00:59:20: get

00:59:18 --> 00:59:20: trying to get into the housing market or or in

00:59:20 --> 00:59:23: various stages of the housing market.

00:59:23 --> 00:59:26: Ideas around promoting affordability. We want to make the

00:59:26 --> 00:59:29: investments

00:59:26 --> 00:59:29: that we're making a promoted as well and we touched

00:59:29 --> 00:59:32: on the industrial land pinch and I think there's a

00:59:32 --> 00:59:34: lot of ideas we need.

00:59:34 --> 00:59:37: We have a highly prized and protected agricultural land in

00:59:37 --> 00:59:38: this province.

00:59:38 --> 00:59:41: That's a legacy from the 1970s and I think going

00:59:41 --> 00:59:41: forward.

00:59:41 --> 00:59:44: You need to really focus on industrial land as well.

00:59:45 --> 00:59:47: Yeah, well that and I think that's it right there.  
00:59:47 --> 00:59:49: Both of you gave some great comments,  
00:59:49 --> 00:59:51: so wrap us up and and one thing I know  
00:59:52 --> 00:59:54: both from work and through ally,  
00:59:54 --> 00:59:55: you know traveling all around.  
00:59:55 --> 00:59:58: Certainly North America we take for granted the uniqueness  
and  
00:59:58 --> 01:00:00: of the the sort of governance models we have here.  
01:00:00 --> 01:00:02: Whether it's BC transit and and Translink,  
01:00:02 --> 01:00:05: and the ability that we've been able to deliver services  
01:00:05 --> 01:00:08: and and it's great to have a yourselves and and  
01:00:08 --> 01:00:10: your colleagues being so open to work with us and  
01:00:10 --> 01:00:12: our Members to have these conversations,  
01:00:12 --> 01:00:15: 'cause we just want to do our best to to  
01:00:15 --> 01:00:16: give back to.  
01:00:16 --> 01:00:17: Working with the local government,  
01:00:17 --> 01:00:19: provincial governments and even federal government to just  
try and  
01:00:19 --> 01:00:21: build the best cities we can.  
01:00:21 --> 01:00:22: So really appreciate you joining us.  
01:00:22 --> 01:00:24: I hope you'll come back and maybe it will even  
01:00:24 --> 01:00:25: be in person.  
01:00:25 --> 01:00:27: And again I want to thank all of you for  
01:00:27 --> 01:00:28: joining us.  
01:00:28 --> 01:00:30: As always, I want to thank around responses that are  
01:00:30 --> 01:00:32: up behind me and I really look forward to seeing  
01:00:32 --> 01:00:33: you all this is,  
01:00:33 --> 01:00:34: I think for the most part,  
01:00:34 --> 01:00:37: our final event for before the summer break has our  
01:00:37 --> 01:00:38: fiscal year is up,  
01:00:38 --> 01:00:40: but we might sneak one more in there and otherwise  
01:00:40 --> 01:00:42: I might see you at an in person event sometime  
01:00:42 --> 01:00:43: in the fall,  
01:00:43 --> 01:00:46: assuming we all keep keep going on these vaccination rates  
01:00:46 --> 01:00:46: as you.  
01:00:46 --> 01:00:47: Highlighted at the start Mr.  
01:00:47 --> 01:00:50: Fleming. So I I look forward to seeing everyone soon.

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