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 beyond
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 replacement.
00:13:42 --> 00:13:46: A decision coming soon. Very active discussions between 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 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 work
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 upgrades to the
00:24:37 --> 00:24:39: highway between 20 2nd St and the new 2 16th
00:24:39 --> 00:24:41: St Interchange in Langley.
00:24:41 --> 00:24:45: You will also know that work is expected to be
00:24:45 --> 00:24:48: underway soon on the segment of Hwy 1 between 2
00:24:48 --> 00:24:52: 16th St and 264th St and that we build gun
00:24:52 --> 00:24:55: preliminary designs and public engagement on increasing capacity.
00:24:55 --> 00:24:58: I went out to Watcombe Rd so we definitely can
00:24:58 --> 00:24:59: add 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 systems here
00:25:08 --> 00:25:08: are a must.
00:25:08 --> 00:25:11: But if the region is growing and the lack of
00:25:11 --> 00:25:16: housing affordability in Metro Vancouver is driving much of this
00:25:16 --> 00:25:16: growth,
00:25:16 --> 00:25:20: then increase capacity along the highway is only going to
00:25:20 --> 00:25:24: take us so far before even more capacity and then
00:25:24 --> 00:25:25: even more capacity.
00:25:25 --> 00:25:29: Is needed. Our investment to add a third lane in
00:25:29 --> 00:25:33: each direction of Hwy 1 will no doubt provide greater
00:25:33 --> 00:25:37: reliability along this important corridor and it will enable us
00:25:37 --> 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 funding.
00:31:27 --> 00:31:32: Mr. Mom mentioned Translink mayors Council sitting down to 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 Abbottsford
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 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 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 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 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 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 Abbottsford 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: Abbottsford, 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 Abbottsford 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

00:39:56 --> 00:39:59: are worthy of serious examination because.

00:39:59 --> 00:40:02: You can't. There's certain people that are averse to bust

00:40:02 --> 00:40:04: my observation through the years.

00:40:04 --> 00:40:07: Is suburbanites like like rail and yeah they they love

00:40:07 --> 00:40:10: him and you know there there there is a lot

00:40:10 --> 00:40:14: of legacy infrastructure out there that might be able to

00:40:14 --> 00:40:17: be utilized for that. We're going to have a serious

00:40:17 --> 00:40:18: look at that.

00:40:18 --> 00:40:20: The highway will always be the highway.

00:40:20 --> 00:40:23: I mean it is literally how the.

00:40:23 --> 00:40:27: 3,000,000 Fraser Valley and lower mainlanders.

00:40:27 --> 00:40:30: Connect with, you know the 2 million people in the

00:40:30 --> 00:40:33: rest of the problems you've got to go through there,

00:40:33 --> 00:40:36: so we've got to make sure that the highway is

00:40:36 --> 00:40:39: functioning both for local residents and for British 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 transportation

00:40:54 --> 00:40:57: development principles around what may look like if traditional intersection

00:40:57 --> 00:40:58: improvements.

00:40:58 --> 00:41:01: 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 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
00:44:39 --> 00:44:42: be there in the midst of updating the Broadway,
00:44:42 --> 00:44:45: I think they call it the Broadway corridor plan.
00:44:45 --> 00:44:48: The development community has rallied to the potential there,
00:44:48 --> 00:44:51: but they're still waiting for the city to update that
00:44:51 --> 00:44:54: the lines coming construction started.
00:44:54 --> 00:44:56: It's going to be in service in 2025,
00:44:56 --> 00:45:00: so we're going to make sure that we get building
00:45:00 --> 00:45:01: permits a lot faster.
00:45:01 --> 00:45:05: That's the city's job. We're willing to help with ideas.
00:45:05 --> 00:45:08: Provincially, but also. Look at the Great Northern way,
00:45:08 --> 00:45:11: Emily Carr, station development community is contemplating adjacent developments.
00:45:11 --> 00:45:15: In one case. It's a five story commercial building.
00:45:15 --> 00:45:18: They'd love to put 5/8/10 stories of residential into that
00:45:18 --> 00:45:19: development,
00:45:19 --> 00:45:21: but they're currently not allowed to do that,
00:45:21 --> 00:45:23: so can't come soon enough.
00:45:23 --> 00:45:25: We're not quite congruent, but yeah,
00:45:25 --> 00:45:29: again, I guess it's a good dynamic 'cause we're leading
00:45:29 --> 00:45:32: rather than chasing growth in that instance.
00:45:33 --> 00:45:34: Mr Mom yeah,
00:45:34 --> 00:45:38: I. I mean this is a integrated transportation development is
00:45:38 --> 00:45:42: a relatively new approach for for the BC government.
00:45:42 --> 00:45:46: I mean it didn't just start with with Minister Fleming
00:45:46 --> 00:45:47: and I it,
00:45:47 --> 00:45:50: it started certainly back in in the first term of
00:45:50 --> 00:45:54: our government since 2017 when Minister Claire Trevena 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 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 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 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 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 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 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 between
00:53:29 --> 00:53:30: 20 to 50.
00:53:30 --> 00:53:31: Percent, and that's huge. Yeah,
00:53:31 --> 00:53:32: yeah, maybe
00:53:32 --> 00:53:33: if I could make a pitch.
00:53:33 --> 00:53:36: Maybe there. Mr. Fleming. Maybe it's a ministry of everything.
00:53:36 --> 00:53:38: It kind of sounds like not living here but but
00:53:38 --> 00:53:40: I think it's important though,
00:53:40 --> 00:53:43: because there actually was a question I wanted to get
00:53:43 --> 00:53:43: to it.
00:53:43 --> 00:53:46: And and you all kind of touched on it.
00:53:46 --> 00:53:48: But if you want to add anything,
00:53:48 --> 00:53:50: just just interrupt me. But you know there was a
00:53:50 --> 00:53:53: comment and a couple comments and questions around the idea
00:53:53 --> 00:53:56: of you know the pandemic is really showed us that
00:53:56 --> 00:53:58: the traditional idea of infrastructure Rd bridges that kind of
00:53:58 --> 00:53:59: thing,
00:53:59 --> 00:54:00: and the pandemic as we.
00:54:00 --> 00:54:02: Infrastructure so much more than that,
00:54:02 --> 00:54:03: it's social infrastructure, community spaces,
00:54:03 --> 00:54:05: it's childcare. It's it's hot.
00:54:05 --> 00:54:07: In some ways, housing is increasingly Stina.
00:54:07 --> 00:54:09: Market likes ours is its infrastructure,
00:54:09 --> 00:54:11: and so I guess rather you've tried to touched on
00:54:11 --> 00:54:14: how the different departments and different ministries are trying to
00:54:15 --> 00:54:18: interplay with each other through this more holistic planning process.
00:54:18 --> 00:54:21: But we have there been conversations even with in New
00:54:21 --> 00:54:22: York we are ministry about,
00:54:22 --> 00:54:24: you know the idea of infrastructure.
00:54:24 --> 00:54:27: I mean, I guess it's the Ministry of Transportation and
00:54:27 --> 00:54:27: Infrastructure,
00:54:27 --> 00:54:30: but you know that infrastructure is so much more than
00:54:31 --> 00:54:31: just.
00:54:31 --> 00:54:32: Roads, bridges, guide, trains, buses,
00:54:32 --> 00:54:35: that kind of thing and you know is that that
00:54:35 --> 00:54:38: 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 Abbottsford
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 Okanagan
00:58:48 --> 00:58:51: plan between Kelowna impact in the communities in 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 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 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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