

September 6, 2001

Memo to: WCR&HCA Board of Directors

From: Chris Lorenc

Subject: **Delta Group Meeting – Western Corridors Initiative (WCI)**

I am pleased to advise that the "Delta Group" met via teleconference on September 4, 2001. Participating in the meeting were the following:

Dr. Roger Gibbins, President & CEO, Canada West Foundation  
Bob Cowan, VP Engineering, Vancouver International Airport Authority  
Kevin Little, Senior VP, Vancouver Port Authority  
Peter Wallis, President & CEO, Van Horne Institute  
David Gardner, President WESTAC  
Dr. Barry Prentice, Director, University of Manitoba Transport Institute (UMTI)  
I Ian Strang, Co-Chair Western Corridors Initiative  
Chris Lorenc, President WCR&HCA

The following topics presented in point form - were covered:

1. David Gardner met with Judith Reid BC Transportation Minister and briefed her on the Western Corridors Initiative (WCI); the new deputy, Dan Doyle was present; that government's first 90 days has been occupied with pressing public issues; the BC Minister/government are interested; they would support a common Western Canada transportation position.

Gardner indicated that WESTAC is in the process of completing a transportation investment document, which they hope to complete by mid-October 2001. It will be considered at the WESTAC Annual meeting scheduled for November 2001 in Regina.

WESTAC has also arranged a 'train trip retreat' for the 14<sup>th</sup> and 15<sup>th</sup> of October. Participating will be the four western deputy ministers and 15 key WESTAC members. The purpose is to strategize about transportation investments required in western Canada.

The WESTAC annual meeting will hopefully resulting a resolution supporting investment, which will then be carried to Ottawa. Gardner will be meeting with Collette to offer to prepare 'position papers' which will help 'support' Collette efforts in pressing his cabinet colleagues for support of a NHP, including the notion of dedicated or allocated taxes from the excise fuel tax revenues.

2. Peter Wallis met with Minister Stelmack (ALTA) and provided a quick briefing on WCI; Ian Strang also spoke to the minister about WCI; Alta remains interested in supporting WCI but wants to know the position of other provinces; it was indicated that Ontario, BC and Alta ministers are to meet to discuss the concept of dedicated taxes and the NHP – likely a result of the CTA Review Panel Report Chapter Ten “Paying for Roads;” Stelmack supports a more pro-active role for WESTAC.
3. Chris Lorenc and Barry Prentice advised that a meeting with Minister Ashton is in process of being arranged. It is expected that Manitoba will support the WCI initiative.
4. It appears that WESTAC will be taking a much more proactive position with respect to the issue of sustained, sustainable and strategic funding for transportation including the NHS. It would also appear that there is increased political attention to the NHS.
5. Dr. Roger Gibbons advised that the Canada West Foundation report on western Canadian future aspirations would be released in early October 2001. Public discussions and focus groups conducted by the Foundation suggest that transportation investment is identified as one of five key concerns.
6. It was suggested that in discussions, we all should discuss the need for a transportation symposium to discuss transportation investment requirements including funding particularly given the CTA Review Panel Chapter Ten recommendations. The notion of such a symposium sponsored by UMTI, WESTAC, Van Horne and WCI was supported and representatives from each would meet to discuss next strategies.
7. The group will next meet via teleconference the week of October 29, 2001.

If there are any questions that arise from the above, please feel free to call me at your convenience.

Regards,



Chris Lorenc

September 2000

## **VISION STATEMENT FOR TRANSPORTATION IN CANADA**

Transportation in its broadest sense is a key enabler of Canada's economic activity and social well-being. To support its policy of liberalized trade and the achievement of an internationally competitive and successful economy, government will implement policies that assure Canada's position as an innovative leader in the transportation of people, goods and information.

### **PRINCIPLES**

#### **Canada's public policies must:**

- Recognize and support achievement of the Vision.
- Create a climate that fosters co-operative relationships among all participants in the transportation and logistics system.

#### **Canada's transportation policies must:**

- Foster safety and environmental best practices.
  - Promote an accessible, affordable, reliable transportation system for all people, goods and information as far as practicable and where it is not practicable, develop transparent, stand-alone programs to provide funding to meet the public interest.
  - Encourage effective competitive alternatives, recognizing that market forces are the prime agents in providing viable and efficient transportation services.
  - Treat government infrastructure spending as an investment, not a cost, thereby encouraging and facilitating new and innovative investment vehicles for the public and private sectors.
  - Liberalize rules of ownership for transportation enterprises to encourage Canada's international leadership role. In the case of infrastructure deemed to be "in the national interest", this national interest must be demonstrated.
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- Instill investor confidence.
- Facilitate the integration of Canada's trade and transportation into the North American and global economies. Transportation policy has to promote the seamless and harmonized international movement of people, goods and information.
- Ensure, in the national interest, a first class Canadian, seamless, East/West, multi-modal corridor.
- Encourage the rapid adaptation of new technology and embrace the knowledge economy.
- Ensure that transportation infrastructure is funded on a sustainable basis. Infrastructure investment should be strategic and capitalize on modal strengths without creating competitive distortions, including the effects of any taxes, rents or fees and their effects across modes and jurisdictions.
- Promote the development and retention of a professionally trained, knowledge-based transportation workforce.