

Subject: [Fwd: Thurs. deadline: comments on transportation investment act]

Date: Thu, 12 Sep 2002 12:39:31 -0700

From: Brian Platts <brian_platts@telus.net>

To: Corrie Kost <kost@triumf.ca>

Subject: Thurs. deadline: comments on transportation investment act

Date: Wed, 11 Sep 2002 23:45:23 -0700

From: "Dave Sadler" <davesadler@telus.net>

To: "FONVCA" <fonvca@fonvca.org>

Unfortunately I just received this 11th hour notification of the Transportation Investment Act. Please express your opinion at Comments.MoTPartnerships@gems5.gov.bc.ca

Dave Sadler

----- Original Message -----

From: [Mark Allison](mailto:Mark.Allison)

To: livable.communities@smartgrowth.bc.ca

Sent: Wednesday, September 11, 2002 1:10 PM

Subject: Re: Thurs. deadline: comments on transportation investment act

It's curious and a little unsettling that when I did a search of the document, there were no words that contained "environ" or "impact." The words "cost" and "safe" occur many, many times. One would have to wonder if P3 projects would be subjected to the Environmental Assessment Act or if they would be excluded or given a cursory review like the Millennium SkyTrain had.

MBA

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-----Original Message-----

From: Kevin Washbrook [mailto:kfwashbr@sfu.ca]

Sent: Wednesday, September 11, 2002 12:44 PM

To: livable.communities@smartgrowth.bc.ca

Subject: Thurs. deadline: comments on transportation investment act

Hello

Tomorrow is the deadline for submission of public comments on the BC government's draft Transportation Investment Act. The draft act has a number of serious implications for our transportation system and deserves a thorough critique. Among its shortcomings:

The policy paper accompanying the draft act identifies increased capacity on provincial highways in the Lower Mainland as the province's primary response to our regional transportation problems, and proposes public private partnerships and the use of cost recovery tolls to deliver this capacity. The policy paper and act spell out no public process for oversight of the negotiation of these partnerships.

The paper doesn't seem to distinguish the movement of goods and people from the movement of vehicles. Transportation demand management is not mentioned at all in the document. In fact, the policy paper proposes that frequent users of tolled facilities be given discounts on tolls. The paper suggests as a "tolling principle" that tolls only be used to pay for the expansion or extension of highway capacity. This would preclude the use of tolls in the form of road pricing as a means of reducing demand for single occupant vehicle travel.

In addition, the language in the draft act suggests that the choice of tolling technology -- in vehicle transponders with automatic vehicle identification and billing to vehicle owners' accounts -- has already been made. This technology is convenient for the user, but it comes with the potential for the abuse of the vehicle tracking information that is collected. While the policy paper suggests that protection of vehicle owners privacy is paramount, the act itself authorizes the government to share personal information collected through tolling with a whole host of government agencies, including those of the United States.

Other tolling technologies available and in use in different jurisdictions enable toll collection using in vehicle transponders and anonymous cash cards to which the user can add value in machines at gas stations, stores, etc. In some locations, these cards can also be used on transit or at public parking meters. The government should be careful not foreclose options for the use of more versatile tolling technologies in the future -- especially if region wide road pricing is introduced for demand reduction.

The policy paper and act can be viewed at:

http://www.th.gov.bc.ca/BCHighways/partnerships/Alternative_Delivery.htm

Your comments can be delivered to: Comments.MoTPartnerships@gems5.gov.bc.ca

Cheers

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