



ECONOMIC DEVELOPMENT

**MOVING IN
A LIVABLE
REGION**

SFU

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APRIL 2019

UNDERSTANDING MOBILITY & ECONOMIC DEVELOPMENT

Urbanization in Canada and the development of creative city hubs are necessary for future prosperity. Grouping of similar industries in an urban area reduces costs of operating industries and increases the availability of skilled labour (Schwartz 2011).

In 2013, Desjardins et al. published a report analyzing emerging trends in Canadian regional economic development and found that the most rapidly growing industries in Canada depend on this industry grouping. Interestingly, the report also states that new technology favours greater centralization of economic activity, and that economic growth does not automatically revitalize non-urban economies.



Lastly, the same report also analyzes the interaction between various economic forces on distribution and clustering. Higher wages, land costs, and congestion pushes out manufacturing and goods transport industries out. Simultaneously, the need for contact with the service industry pulls those industries inward. Imbalances between these forces shape the character and dynamics of our regions.

ECONOMIC RETURN
YIELD RATE

12.5%

AT OPTIMAL INVESTMENT

ANNUAL SYSTEM-WIDE
TRANSIT BOARDINGS

407

MILLION

RANGE OF COST OF CONGESTION

\$500 mn → \$1 bn

**in Metro Vancouver
in 2015**

**in Metro Vancouver
in 2045**

MEASURING TRANSIT'S WORTH

In 2013, the *Globe and Mail* published an article entitled "Why it's worth paying for public transit". TransLink released its annual boardings data current to 2017. The C.D. Howe Institute published a study, in 2015, measuring the cost of congestion.

ANALYZING HOW PUBLIC TRANSIT AFFECTS THE ECONOMY

The American Public Transportation Association published a report entitled "Economic Impact of Public Transportation Investment" in 2014. The report outlines four main impact categories as discussed below.

01

COST/TIME

Direct benefits for commuters include travel time savings, cost savings, reliability improvements, and safety improvements. These translate into savings for households, increased business productivity, indirect effects from growth, and induced effects from a growing consumer base.

02

ACCESS

Mobility and market access can provide businesses to a diverse, broader labour and client market. This also allows for better fit between desired and available worker skills. Spatially dense economies allow businesses to benefit from clustering of similar industries.

03

SPENDING

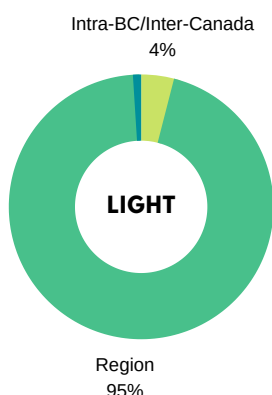
Capital investment supports spending in various industries to provide equipment and facilities, and thus supports jobs. Operations spending supports jobs as well as purchasing of supplies. The wages of construction and operations workers lead to further consumer spending across industries.

04

OTHER

Increase in property values provide insight into the impacts and confirm the value of amenities like public transportation. Legislation and policies must adapt to accommodate property value changes, and positively shape development and land use in the area.

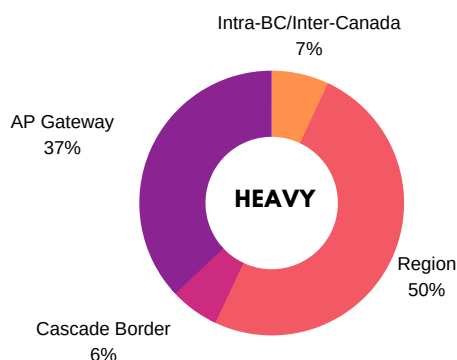
TRUCK VOLUMES BY FREIGHT MARKET SECTOR (2016)



PORT OF VANCOUVER
CARGO SHIPPED (2018)

147

MILLION TONNES



YVR
CARGO SHIPPED (2018)

338

THOUSAND TONNES

INTEGRATING REGIONAL GOODS MOVEMENT

Regional movement of goods and services are vital to maintaining a livable region. They also are essential to the economic success of Metro Vancouver, and Canada at large. Here are some of the numbers to put into perspective the importance of the goods movement sector in the region.