

From: Gedney, Vanessa R MAH:EX on behalf of Dawes, Jacquie MAH:EX
Sent: Friday, November 10, 2017 10:03 AM
To: BCPSA Agency DMC List
Cc: BCPSA Agency DMC Admin & Operational Support; MAH Executive; MAH Executive Support Team
Subject: Ministry of Municipal Affairs and Housing Summary - Estimates Completed

Colleagues, please refer below for a summary of the Ministry of Municipal Affairs Estimates Debate that completed last night.

Local Constituency Questions

- Residential Tenancy Act Amendments
 - Amendments to Residential Tenancy Act regarding pets and laws in Ontario that protect landlords
 - Consider not allowing blanket "no pets allowed" in the RTA
- Gaming Grants
 - Community Gaming Grants - Big Brothers Big Sisters of Prince George - grants flow on time
 - Level of funding for gaming grants - remain same or increase
 - Gaming Grants - allocation for each intake
 - Consider making Capital Gaming funds available without taxation - volunteer fire depts.
- Commitment to provide gaming revenue to First Nations - implementation timing
 - Allocations to First Nations / revenue sharing (FIN program - not ours)
- Wildfires - funds dedicated to help the small unincorporated communities - water and other services (FLNRDD lead)
- Timing on application for small community water grants
- Length of terms for local elections - conversations with UBCM and stakeholders - consider re-opening conversation
- MAH Organization
 - Outline functions have been moved into Ministry and which moved out
 - FTE count
 - Financial changes in the Ministry
- Ministers Office and staff
 - Ministerial staff and roles/functions
 - Staff supporting parliamentary secretary
 - Deliverables for Parliamentary secretary and/or mandate letter provided
 - Minister taking lead role with Mayor's Council or jointly with Parliamentary Secretary
- Minister Mandate Letter
 - Item #1 Community Capital Infrastructure Fund
 - (created, criteria, amount, consideration of projects)
 - Work just beginning on this
 - Intention would be net new funds (multiple questions)

Housing

- Minister Mandate Letter
 - Item #2 - Building of 114,000 affordable housing
 - Breakdown of 114,000 new homes
 - Of 114,000 includes homes to be built by private sector
 - 114,000 relatively specific - how much coming from different categories
 - 10 year timeline missing from mandate letter
 - Actual housing plan - make public with breakdown
 - Of the 114,000 how many built or started within first 3 years of mandate
 - Commitments made and from whom at the 17 modular housing sites - specifics

- Temporary modular homes on private land - length of commitment
- Approach if negative reaction to modular housing
- Housing strategy that accumulates and adds up to 114,000 units
- City of Vancouver lack of time for consultation - pressure from Gov't
- Forecast change will commitment change
- Item #3 Student housing
 - Counting increases to housing at Post Secondary Institutions as part of the 114,000
 - Changes to rules to colleges and universities, which universities included and cost per unit and restrictions to who can live in them
 - 17,000 bed across the Province referenced by AED included in 114,000 units promised.
 - Details around unnecessary rules
- Oceanside housing project in Parksville - budget, timeline, (Minister can respond in writing)

Renter's Rebate

- Provide details on total \$ cost, when, account for regional variances, income tested (multiple questions)

TransLink

- District of N. Van - fair share of transit
- Oversight Committee - Rapid Transit Projects
 - Business plans complete, provided to gov't, timelines
 - Current estimated project costs
 - Surrey Light Rail/Rapid Transit Project
- Broadway Line - cost escalation pressures
- Densification along Transit corridors
- Funding levers/sources being considered
- Pattullo Bridge Replacement
- Governance changes to TransLink or Mayors' Council

AGLG

- Audits completed last year, this year. Thoughts on this office by LG's

LG Services

- Work / actions / infrastructure investments underway to support communities hit by wildfire and flooding
- LionsGate Wastewater Project moving forward
- Peace River Fair Share Agreement Commitment
- Northwest Fair Share Agreement / Northwest Benefits Alliance

Morning Hansard

Afternoon Hansard

Jacquie Dawes
Deputy Minister

From: Harder, Derrick TRAN:EX
Sent: Friday, December 15, 2017 11:41 AM
To: Meggs, Geoff PREM:EX
Cc: Yuma Morisho, Okenge PREM:EX; Ashbourne, Craig MAH:EX
Subject: Re: Update on federal issues

Just to follow up- I spoke with Gurpreet from Min Sohi's office this week and he has connected with his ministry. He is now looking at s.13

Sent from my iPhone

On Dec 7, 2017, at 12:58 PM, Meggs, Geoff PREM:EX <Geoff.Meggs@gov.bc.ca> wrote:

s.13

Geoff

GEOFF MEGGS

Chief of Staff, Office of the Premier
West Annex, Parliament Buildings,
501 Belleville St, Victoria, BC V8V 2L8
(250) 356-6271

From: Harder, Derrick TRAN:EX
Sent: Thursday, December 7, 2017 12:44 PM
To: Meggs, Geoff PREM:EX; Yuma Morisho, Okenge PREM:EX
Cc: Beale, William AGRI:EX; Currie, Kathie JTT:EX; Frampton, Caelie ENV:EX
Subject: RE: Update on federal issues

Thanks for this Geoff.

s.13

From: Meggs, Geoff PREM:EX
Sent: Thursday, December 7, 2017 11:27 AM
To: Yuma Morisho, Okenge PREM:EX
Cc: Beale, William AGRI:EX; Currie, Kathie JTT:EX; Frampton, Caelie ENV:EX; Harder, Derrick TRAN:EX
Subject: Update on federal issues

Okenge, just came off a quick update call with Amanda Campbell, BC desk at PMO. Here's a summary:

s.13

s.13

s.13,s.16,s.22

Geoff

GEOFF MEGGS

Chief of Staff, Office of the Premier
West Annex, Parliament Buildings,
501 Belleville St, Victoria, BC V8V 2L8
(250) 356-6271

Page 005

Withheld pursuant to/removed as

s.12

Page 006 to/à Page 017

Withheld pursuant to/removed as

s.12;s.16;s.13;s.17

From: Transportation, Deputy Minister TRAN:EX
Sent: Friday, September 29, 2017 3:47 PM
To: Denlinger, Becky TRAN:EX; Dawes, Jacquie MAH:EX; Plecas, Bobbi ENV:EX; Sheldan, Tim FLNR:EX; Nikolejsin, Dave MNGD:EX; Kot, Jill MTIC:EX; Carroll, Sandra JTST:EX; Wanamaker, Lori FIN:EX; Galbraith, David J FIN:EX; Yuma Morisho, Okenge PREM:EX; Dohan, Trish CSNR:EX; Maranda, Pierrette IGRS:EX; Turner, Robert TRAN:EX; Volk, Kevin MAH:EX
Cc: Main, Grant TRAN:EX; Livolsi, Patrick C TRAN:EX; Mounteney, Renee TRAN:EX
Subject: s.12,s.13
Attachments:

Good afternoon,

Thank you all for your feedback on the power point presentation for the s.12,s.13
s.12,s.13 . A great deal of feedback was received which has resulted in the attached final power point.

We will be presenting at the Priorities and Accountabilities Committee on October 5th and Grant will provide an update following the meeting.

Regards,

Jen Lewthwaite
Director of Executive Operations
Ministry of Transportation & Infrastructure
5B-940 Blanshard Street
Victoria, BC V8W 9T5

PH: 250-387-3077
Cell: 250-882-7527

Wensink, Alison PREM:EX

From: Lewthwaite, Jennifer TRAN:EX
Sent: Monday, September 25, 2017 3:37 PM
To: Denlinger, Becky TRAN:EX; Dawes, Jacquie MAH:EX; Plecas, Bobbi ENV:EX; Sheldan, Tim FLNR:EX; Nikolejsin, Dave MNGD:EX; Kot, Jill MTIC:EX; Carroll, Sandra JTST:EX; Wanamaker, Lori FIN:EX; Galbraith, David J FIN:EX; Yuma Morisho, Okenge PREM:EX; Dohan, Trish CSNR:EX; Maranda, Pierrette IGRS:EX; Turner, Robert TRAN:EX; Volk, Kevin MAH:EX; Avison, Claire JTST:EX; Lennox, Brenda PREM:EX; Christensen, Suzanne PREM:EX; Kennedy, Christine PREM:EX; Ahmed, Sarf MTIC:EX; Laaksonen-Craig, Susanna ENV:EX; MacLaren, Les MEM:EX; MacMillan, Elizabeth PREM:EX
Cc: Main, Grant TRAN:EX; Mounteney, Renee TRAN:EX; Livolsi, Patrick C TRAN:EX
Subject: s.12,s.13
Attachments:

Good afternoon,

Further to last week's conference call, please find attached a summary level powerpoint of the s.12,s.13
s.12,s.13 as noted below.

Renee will be reaching out to your staff directly as well for feedback.

If you have any concerns or questions, please feel free to call Grant directly to discuss.

Regards,

Jen Lewthwaite
Director of Executive Operations
Ministry of Transportation & Infrastructure
5B-940 Blanshard Street
Victoria, BC V8W 9T5

PH: 250-387-3077
Cell: 250-882-7527

From: Mounteney, Renee TRAN:EX
Sent: Monday, September 25, 2017 2:17 PM
To: Main, Grant TRAN:EX
Cc: Lewthwaite, Jennifer TRAN:EX; Livolsi, Patrick C TRAN:EX; Speed, Brittney TRAN:EX
Subject: s.12,s.13

Grant,
Attached for your review and feedback is the draft power point for the s.12,s.13
(October 5th to P&A Committee). Final formatting is currently under review/development and may require some last minute edits.

The power point needs to be finalized as soon as possible (as the Final Cab Sub is due to Cab Ops by September 28th) so am hoping to finalize by end of day tomorrow to allow time for Minister review and sign off. I will also be sending this power point to my colleagues in the other Ministries who participated in the development of this strategy for their feedback.

I'm available to discuss if you have any questions or comments.

Thanks.

Renée

Renée Mounteney, MBA

Executive Director, Infrastructure Development

Infrastructure and Major Projects Department

Ministry of Transportation & Infrastructure

(250) 208-8876

Government confidentiality and privilege requirements apply to this message and any attachments. If you are not the intended recipient, you are hereby notified that any review, retransmission, conversion to hard copy, copying, circulation or other use is strictly prohibited. If you are not the intended recipient, please notify the sender immediately, and delete this message and any attachments from both your inbox and deleted items folder. Thank You

Page 021 to/à Page 028

Withheld pursuant to/removed as

s.12;s.16;s.13;s.17

Wensink, Alison PREM:EX

From: Verwoord, Cindy TRAN:EX
Sent: Wednesday, September 20, 2017 4:20 PM
To: Marr, David TRAN:EX; Livolsi, Patrick C TRAN:EX; Mounteney, Renee TRAN:EX; Denlinger, Becky TRAN:EX; Dawes, Jacquie CSCD:EX; Plecas, Bobbi ENV:EX; Sheldan, Tim FLNR:EX; Nikolejsin, Dave MNGD:EX; Kot, Jill MTIC:EX; Carroll, Sandra JTST:EX; Wanamaker, Lori FIN:EX; Galbraith, David J FIN:EX; Yuma Morisho, Okenge PREM:EX; Dohan, Trish CSNR:EX; Maranda, Pierrette IGRS:EX; Turner, Robert TRAN:EX; Volk, Kevin CSCD:EX; Avison, Claire JTST:EX; Lennox, Brenda PREM:EX; Christensen, Suzanne PREM:EX; Kennedy, Christine PREM:EX; Ahmed, Sarf MTIC:EX; Laaksonen-Craig, Susanna ENV:EX; MacLaren, Les MEM:EX; MacMillan, Elizabeth PREM:EX
Cc: Speed, Brittney TRAN:EX; Schuster, Michelle M TRAN:EX; Fraser, Agnes TRAN:EX; Thompson, Laurel CSCD:EX; Hansen, Erin ENV:EX; Bates, Nancy FLNR:EX; McCann, Meghan MEM:EX; Taylor, Diane Ruth MTIC:EX; Clifford, Kate JTST:EX; Nicholson, Riley FIN:EX; Ringma, Shalegh FIN:EX; Wensink, Alison PREM:EX; Lewthwaite, Jennifer TRAN:EX
Subject: RE: Meeting Materials | DM Update
Attachments: s.12,s.13

Hi Everyone,

Please see attached for the revised document.

Thanks,

Cindy

From: Verwoord, Cindy TRAN:EX
Sent: Wednesday, September 20, 2017 3:26 PM
Cc: Speed, Brittney TRAN:EX; Schuster, Michelle M TRAN:EX; Fraser, Agnes TRAN:EX; Thompson, Laurel CSCD:EX; Hansen, Erin ENV:EX; Bates, Nancy FLNR:EX; McCann, Meghan MEM:EX; Taylor, Diane Ruth MTIC:EX; Clifford, Kate JTST:EX; Nicholson, Riley FIN:EX; Ringma, Shalegh FIN:EX; Wensink, Alison PREM:EX; Lewthwaite, Jennifer TRAN:EX
Subject: Meeting Materials | DM Update

Hi All,

Thank you for your patience with the material distribution.

Please see attached for materials to be discussed during this afternoon's call. Note that 'Appendix 2' provided is a summarization of the way the final cab sub will be presented .

Let me know if you have any questions.

Thank you,

Cindy Verwoord

A/ Senior Executive Assistant

Deputy Ministers' Office | Ministry of Transportation and Infrastructure

Telephone: 250-387-3280 | Email: cindy.verwoord@gov.bc.ca

Page 030

Withheld pursuant to/removed as

s.12;s.16;s.13;s.17

Wensink, Alison PREM:EX

From: Kennedy, Christine PREM:EX
Sent: Tuesday, September 19, 2017 11:12 AM
To: Christensen, Suzanne PREM:EX; Canitz, Shelley L PREM:EX; Yuma Morisho, Okenge PREM:EX
Subject: Current Versions - s.12,s.13
Attachments: s.12,s.13

Here are the latest versions of the s.12,s.13
s.12,s.13

I cut the appendices out of the main document (and will have those separately). They aren't necessary to telling the story, and a document that is too long is just overwhelming.

Feedback is always welcome! These are close to being pushed out for Cabinet but I can always make corrections and / or additions.

Christine

Page 032 to/à Page 071

Withheld pursuant to/removed as

s.12;s.13

Wensink, Alison PREM:EX

From: Verwoord, Cindy TRAN:EX
Sent: Thursday, August 31, 2017 2:36 PM
To: Marr, David TRAN:EX; Livolsi, Patrick C TRAN:EX; Mounteney, Renee TRAN:EX; Denlinger, Becky TRAN:EX; Dawes, Jacquie CSCD:EX; Plecas, Bobbi ENV:EX; Sheldan, Tim FLNR:EX; Nikolejsin, Dave MNGD:EX; Kot, Jill MTIC:EX; Carroll, Sandra JTST:EX; Wanamaker, Lori FIN:EX; Galbraith, David J FIN:EX; Yuma Morisho, Okenge PREM:EX; Dohan, Trish CSNR:EX; Maranda, Pierrette IGRS:EX; Turner, Robert TRAN:EX; Volk, Kevin CSCD:EX
Cc: Lewthwaite, Jennifer TRAN:EX
Subject: Materials | Federal Infrastructure | 3:30pm
Attachments: s.12,s.13,s.16,s.17

Hi Everyone,

Please see below and attached for materials being provided during today's 3:30pm meeting regarding Federal Infrastructure.

Thank you,

Cindy Verwoord

A/ Senior Executive Assistant

Deputy Ministers' Office | Ministry of Transportation and Infrastructure

Telephone: 250-387-3280 | Email: cindy.verwoord@gov.bc.ca

From: "Yuma Morisho, Okenge PREM:EX" <Okenge.YumaMorisho@gov.bc.ca>
Date: August 31, 2017 at 12:08:36 PM PDT
To: "Lewthwaite, Jennifer TRAN:EX" <Jennifer.Lewthwaite@gov.bc.ca>
Subject: RE: Materials for this afternoon

Please add the following to the list of materials. Thanks, oym

s.12,s.13,s.16,s.17

From: Lewthwaite, Jennifer TRAN:EX

Sent: Thursday, August 31, 2017 11:49 AM

To: Denlinger, Becky TRAN:EX; Dawes, Jacquie CSCD:EX; Plecas, Bobbi ENV:EX; Sheldan, Tim FLNR:EX; Nikolejsin, Dave MNGD:EX; Kot, Jill MTIC:EX; Carroll, Sandra JTST:EX; Wanamaker, Lori FIN:EX; Galbraith, David J FIN:EX; Yuma Morisho, Okenge PREM:EX; Dohan, Trish CSNR:EX; Maranda, Pierrette IGRS:EX; Turner, Robert TRAN:EX

Subject: Materials for this afternoon

Good morning,

Please note that we are still finalizing material for the Federal Infrastructure meeting this afternoon. We will have hard copies for those attending in person and closer to the meeting time, we will provide electronic copies as well.

Regards,

Jen Lewthwaite
Director of Executive Operations
Ministry of Transportation & Infrastructure
5B-940 Blanshard Street
Victoria, BC V8W 9T5

PH: 250-387-3077

Cell: 250-882-7527

Page 074 to/à Page 076

Withheld pursuant to/removed as

s.12;s.16;s.13;s.17

Subject: Infrastructure - transit and housing

Date: Saturday, July 29, 2017 at 6:57:09 AM Pacific Daylight Time

From: Meggs, Geoff PREM:EX

To: Wright, Don J. PREM:EX

CC: Aaron, Sage PREM:EX, Lloyd, Evan GCPE:EX

Good morning, Don

I know you're headed out for a few days, but I want to put this on your radar.

I had a good discussion in Ottawa with my counterparts in the office of Minister of Infrastructure and Communities. s.13,s.16

s.13,s.16

s.13

I think we have some urgent challenges that could be met, in part, by early work on some of these areas:

s.13,s.16

All three areas are important for the Premier's address to the UBCM.

s.13,s.16

s.13

That's all for now

Geoff

From: [Meggs, Geoff PREM:EX](#)
To: [Vinning, Gurpreet \(INFC\)](#)
Subject: Re: **s.13,s.16**
Date: Thursday, October 12, 2017 10:53:51 AM

Hi Gurpreet,
They've been very confident all is on track. Let me get more detail.

Geoff

Sent from my iPhone

On Oct 12, 2017, at 9:33 AM, Vinning, Gurpreet (INFC) <gurpreet.vinning@canada.ca> wrote:

Morning Geoff,
s.12,s.13,s.16

Thanks,

Gurpreet S. Vinning

Policy Advisor and Special Assistant for Western Canada and the Territories

Office of the Minister of Infrastructure and Communities

Cabinet du ministre de l'Infrastructure et des Collectivités

Government of Canada/Gouvernement du Canada

Tel: (613) 286-4342

gurpreet.vinning@canada.ca

From: [Yuma Morisho, Okenge PREM:EX](#)
To: [Meggs, Geoff PREM:EX](#); [Wright, Don J. PREM:EX](#)
Subject: Re: **s.13,s.16**
Date: Thursday, October 12, 2017 11:08:24 AM

Checking with Grant Main. oym

From: Meggs, Geoff PREM:EX
Sent: Thursday, October 12, 2017 10:54 AM
To: Wright, Don J. PREM:EX
Cc: Yuma Morisho, Okenge PREM:EX
Subject: Fwd: **s.13,s.16**

s.13

Geoff

Sent from my iPhone

Begin forwarded message:

From: "Vinning, Gurpreet (INFC)" <gurpreet.vinning@canada.ca>
Date: October 12, 2017 at 9:33:43 AM PDT
To: "Meggs, Geoff PREM:EX" <Geoff.Meggs@gov.bc.ca>
Subject: **s.13,s.16**

Morning Geoff,
s.12,s.13,s.16

Thanks,

Gurpreet S. Vinning

Policy Advisor and Special Assistant for Western Canada and the Territories

Office of the Minister of Infrastructure and Communities

Cabinet du ministre de l'Infrastructure et des Collectivités

Government of Canada/Gouvernement du Canada

Tel: (613) 286-4342

gurpreet.vinning@canada.ca

From: [Wright, Don J. PREM:EX](#)
To: [Meggs, Geoff PREM:EX](#)
Subject: Re: **s.13,s.16**
Date: Thursday, October 12, 2017 12:06:01 PM

Give me a call when you have 5.

Sent from my iPhone

On Oct 12, 2017, at 10:54 AM, Meggs, Geoff PREM:EX <Geoff.Meggs@gov.bc.ca> wrote:

s.13

Geoff

Sent from my iPhone

Begin forwarded message:

From: "Vinning, Gurpreet (INFC)" <gurpreet.vinning@canada.ca>
Date: October 12, 2017 at 9:33:43 AM PDT
To: "Meggs, Geoff PREM:EX" <Geoff.Meggs@gov.bc.ca>
Subject: s.13,s.16

Morning Geoff,
s.12,s.13,s.16

Thanks,

Gurpreet S. Vinning

Policy Advisor and Special Assistant for Western Canada and the
Territories

Office of the Minister of Infrastructure and Communities

Cabinet du ministre de l'Infrastructure et des Collectivités

Government of Canada/Gouvernement du Canada

Tel: (613) 286-4342

gurpreet.vinning@canada.ca

From: [Meggs, Geoff PREM:EX](#)
To: [Wright, Don J. PREM:EX](#)
Cc: [Main, Grant TRAN:EX](#); [Dawes, Jacquie MAH:EX](#)
Subject: Fwd: FYI - near final draft of Mayors' Council pre-budget submission
Date: Saturday, October 14, 2017 9:30:19 AM
Attachments: [Pre-Budget Submission - Oct 2017 - V3 Oct 13 - mike.docx](#)
[ATT00001.htm](#)

FYI

Sent from my iPhone

Begin forwarded message:

From: "Mike Buda" <mike.buda@mayorscouncil.ca>
To: "Meggs, Geoff PREM:EX" <Geoff.Meggs@gov.bc.ca>
Cc: "Kevin Quinlan (Kevin.Quinlan@vancouver.ca)" <Kevin.Quinlan@vancouver.ca>
Subject: FYI - near final draft of Mayors' Council pre-budget submission

Hey Geoff,

As mentioned on our call this week, we will be making a pre-budget submission to the house committee on Monday end of day, by their deadline. It makes the case for the carbon tax transfer. See attached for a near-final draft. Let us know if you have any questions about it. I will send you the final on Monday aft. I expect we will share it with reporters on Tuesday, although that is to be discussed.

Mike

Michael Buda

Executive Director, Mayors' Council on Regional Transportation

m. 604-307-2839

o. 778-375-7669

e. mike.buda@mayorscouncil.ca

t. @mikebuda

www.MayorsCouncil.ca

From: [Meggs, Geoff PREM:EX](#)
To: [Wong, Tamarra PREM:EX](#)
Subject: Fwd: FYI - near final draft of Mayors' Council pre-budget submission
Date: Saturday, October 14, 2017 9:30:39 AM
Attachments: [Pre-Budget Submission - Oct 2017 - V3 Oct 13 - mike.docx](#)
[ATT00001.htm](#)

Pls print

Sent from my iPhone

Begin forwarded message:

From: "Mike Buda" <mike.buda@mayorscouncil.ca>
To: "Meggs, Geoff PREM:EX" <Geoff.Meggs@gov.bc.ca>
Cc: "Kevin Quinlan (Kevin.Quinlan@vancouver.ca)" <Kevin.Quinlan@vancouver.ca>
Subject: FYI - near final draft of Mayors' Council pre-budget submission

Hey Geoff,

As mentioned on our call this week, we will be making a pre-budget submission to the house committee on Monday end of day, by their deadline. It makes the case for the carbon tax transfer. See attached for a near-final draft. Let us know if you have any questions about it. I will send you the final on Monday aft. I expect we will share it with reporters on Tuesday, although that is to be discussed.

Mike

Michael Buda
Executive Director, Mayors' Council on Regional Transportation

m. 604-307-2839
o. 778-375-7669
e. mike.buda@mayorscouncil.ca
t. @mikebuda
www.MayorsCouncil.ca

Better Transit and Transportation for a Better British Columbia

Pre-Budget Submission
to the
Select Standing Committee on Finance and Government Services

CONFIDENTIAL DRAFT - October 2017

DRAFT

SUMMARY

The Mayors' Council on Regional Transportation is pleased to contribute to B.C. Budget 2018 by putting forward the top priorities for addressing congestion on roads and overcrowding on public transit across Metro Vancouver. Congestion is frustrating for local residents and is affecting our economy, affordability, health, environment and quality of life. Only through sustained region-wide investments in public transit, roads and active transportation infrastructure will Metro Vancouver be able to meet the demands of a rapidly growing population and continue to support B.C.'s diversifying economy. There's a lot at stake, and the provincial government has a critical role to play.

A 10-Year Vision for Metro Vancouver

The Mayors' Council developed the *10-Year Vision for Metro Vancouver Transit and Transportation* as a plan to reduce congestion and get our region moving after too many years of under-investment in the local transportation network. The *10-Year Vision* is the blueprint for the future of Metro Vancouver's transportation system and a comprehensive plan for urgently-needed investments. It will sequence investments across the region over three "phases" and deliver a wide range of improvements, including:

- New rapid transit in Vancouver, Surrey and Langley
- Replacement of the aging Pattullo Bridge
- Upgrades and more service to the existing Expo, Millennium and Canada Lines and West Coast Express
- 25% increase in bus service, including new B-Lines and new service areas
- 30% increase in HandyDART service
- New SeaBus, with service every 10 minutes
- \$200 million for walking and cycling, with 2,700 kilometres of new bike lanes
- \$330 million for road upgrades and seismic investments

SMART, SUSTAINED INVESTMENT IN BETTER ROADS & TRANSIT

The 10-Year Vision will be rolled out in three phases, each timed to the delivery of new projects and services.

Phase One **approved —** **started January 2017**

More frequent service on buses, SkyTrain, West Coast Express, SeaBus & HandyDART; road improvements

Phase Two **starting January 2018**

New rapid transit projects in Surrey and Vancouver; replacing the Pattullo Bridge; further expansion of bus, SkyTrain, SeaBus and HandyDART service; more road improvements

Phase Three **starting 2020**

More bus, rail, and HandyDART service; continued improvements to roads, cycling, and walking



WE ARE HERE

We can't move forward to Phase Two without commitments from the provincial government.

The *10-Year Vision* reflects an unprecedented consensus. Developed by the Mayors' Council in 2014 following years of planning and public consultation, the *Vision* has the support of more than 20 local governments. It is backed by the largest coalition of community, environmental, and business stakeholders in B.C.'s history. It enjoys the support of the Government of Canada, which is prepared to commit more than \$2.5 billion from the Public Transit Infrastructure Fund (PTIF) towards the plan.

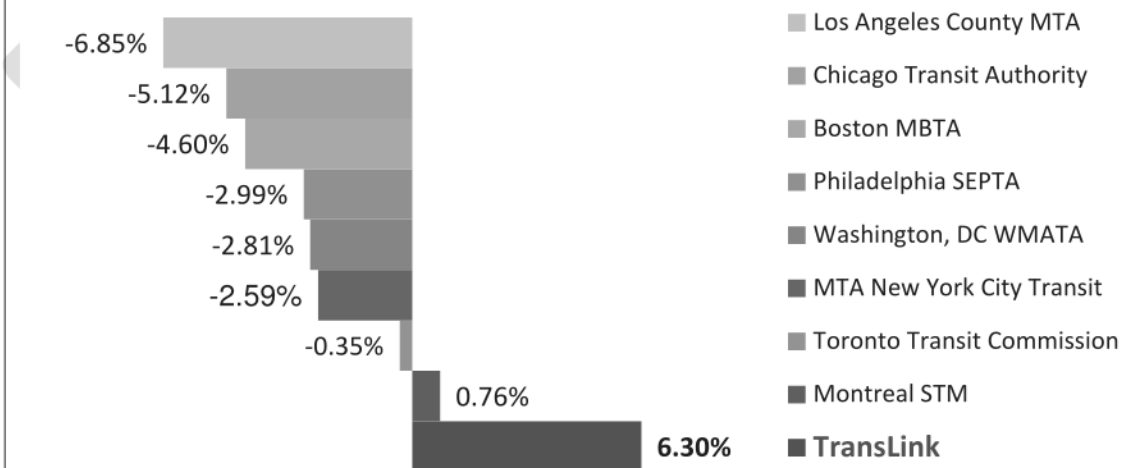
The *10-Year Vision* is also supported by all of B.C.'s major political parties. During and since the recent provincial election, all parties have pledged their support for the *10-Year Vision* and have promised to work together with the Mayors' Council and TransLink to put the plan into action. All parties recognize the importance of Metro Vancouver's transportation network to support provincial objectives for a strong economy, affordability, clean environment and high quality of life.

The consensus and collaboration is already delivering positive results. TransLink launched the *Phase One Plan of the 10-Year-Vision* in January 2017, including the first improvements to bus, SkyTrain, SeaBus and West Coast Express service in almost a decade, and ridership has surged. TransLink finished the first half of 2017 on track for record-breaking ridership – demonstrating the pent up demand for transit service region-wide. For the first three months of 2017 alone, TransLink saw more than 1.26-million average weekday boardings – a 6.3-per-cent increase over the same quarter the year before. No other major U.S. or Canadian transit system numbers come close to Metro Vancouver's performance.

[SIDEBAR]

Transit ridership surging in Metro Vancouver

The just released First Quarter 2017 Public Transportation Ridership Report revealed that many transit agencies in Canada and the US had experienced a ridership decline in the first quarter of 2017. Comparing TransLink's ridership growth with those of other similar size transit agencies (i.e. average weekday boardings of one million or more) showed that TransLink has the highest ridership growth rate:



Agencies with over 1 M Average Weekday Boardings, reported by APTA, First Quarter, 2017.

WHAT'S NEEDED NOW

Ongoing investment into Metro Vancouver transit and transportation is essential. The region is expected to welcome one million new residents and 600,000 new jobs by 2040, adding a potential three million automobile trips per day. If we fail to take action to meet the increasing demand with adequate new service and infrastructure, things can and will become increasingly more time-consuming, frustrating and expensive for drivers, transit riders, cyclists and pedestrians, as well as the economy which depends on people and goods being able to move efficiently throughout the region. Increased congestion will also lead to increased local air pollution and GHG emissions, and will make it more difficult for residents to find an affordable place to live that is accessible to their places of work, and family and friends.

The Mayors' Council recommends that the Government of British Columbia take action in Budget 2018 to address critical congestion, affordability and sustainability in the region by advancing the next phase of the *10-Year-Vision*, the "Phase Two Plan."

1. 40% Provincial Capital Contribution

The Mayors' Council asks the Government of British Columbia to include in Budget 2018 **confirmation of 40% provincial capital funding – more than \$2.5 billion¹ – for *10-Year-Vision* Phase Two transit, road, bridge, walking and cycling projects**. This will ensure critical rapid transit projects such as the Millennium Line Broadway Extension in Vancouver, which have already secured \$2.2 billion in federal funding, also have the matching provincial funding they need to proceed.

[SIDEBAR]

Pattullo Bridge Replacement Project: an urgent priority requiring immediate action

The replacement of the aging Pattullo Bridge is another urgent transportation priority included in the Phase Two Plan, but on an expedited approval track. Replacement work must begin immediately or the existing bridge may have to go out of service before a new one can be built. The Mayors' Council asks the Government of British Columbia to **include in Budget 2018 confirmation the province will contribute 40% of capital costs to replace the Pattullo Bridge plus an ongoing operating contribution in-lieu of the toll revenues originally proposed by the Mayors' Council to finance the remain costs of the project.**

2. A fair, affordable regional revenue source: Provincial Carbon Tax

Moving forward with Phase Two service improvements also requires regional governments to contribute funding for the remaining capital share, plus 100% of lifecycle operating expenses, of the transit, roads, cycling and walking projects in the Phase Two Plan. This "regional funding gap" is estimated at \$60 to \$80 million annually, after other regional contributions totaling over \$100 million from increased ridership revenue due to transit service expansion, sale of surplus property and contributions from operational savings.²³

¹ Final contribution estimates subject to provincial approval of business cases, expected this fall.

² TransLink has the 2nd highest fare box recovery rate at 55%, 2nd in Canada the US, behind only Toronto.

Already, Metro Vancouver local governments and taxpayers have contributed close to \$1.5 billion, or 70%, to the \$2.1-billion Phase One Plan approved in November 2016. They are doing so through a combination of transit fare increases, TransLink surplus property sales, and a change to the TransLink property tax – more than the region’s fair share. Raising the regional share for Phase Two and later investments requires the Province of B.C. to support a new approach that is fair and affordable to Metro Vancouver residents and businesses.

[SIDEBAR]

Funding Commitments Needed For Phase Two Plan

Government of Canada

- Public Transit Infrastructure Fund 2 – \$2.2 billion
- National Trade Corridors Fund – TBC
- Green Infrastructure Fund – TBC

Province of B.C.

- Committed to funding 40% of the capital costs of implementing the entire 10-Year Vision
- Work with the Mayors’ Council to identify a new, fair, affordable and sustainable transportation funding source to close the regional revenue gap

TransLink

- Over \$100 million annually from increased ridership revenue due to transit service expansion, sale of surplus property and contributions from operational savings
- The current working scope of the Phase Two plan requires \$60-80 million per year in new revenue to be identified from a source other than already planned increases to the TransLink Property Tax and transit fares.

The Mayors’ Council asks the Government of British Columbia to dedicate **a fair share of incremental Provincial Carbon Tax revenues generated by proposed carbon tax increases over the next four years as the region’s funding contribution to the “Phase Two” transit and transportation investments in Metro Vancouver.** This “Metro Vancouver Transit Carbon Tax Transfer” program will close the regional funding gap, without asking residents from outside of Metro Vancouver to contribute provincial tax revenues collected from their regions, and would pave the way for Phase Two service improvements to proceed as scheduled.

TransLink’s service demands and costs grow with inflation and population growth. Ideally, all of its revenue sources are designed to mirror this annual growth in demand and costs. Because Provincial Carbon Tax revenues are not expected to grow after 2022 (without additional rate increases), the Province of B.C. should design a Metro Vancouver Transit Carbon Tax Transfer program with an annual index so that the transfer grows at 1.5% to 2.5% annually from 2022/23 and beyond, similar to the federal Gas Tax Fund program which includes a 2% index.

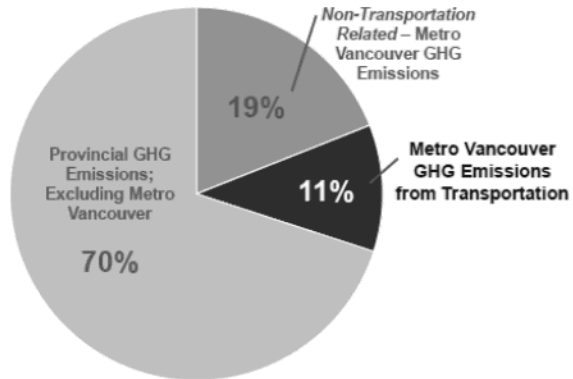
³ Final estimates of the regional share subject to provincial approval of business cases and TransLink financial analysis, expected this fall.

[SIDEBAR]

A Fair Funding Strategy: Reinvesting a portion of the Provincial Carbon Tax in Metro Vancouver

Allocating a portion of new Provincial Carbon Tax revenues raised from the proposed annual \$5 increase between 2018 and 2022, that are in proportion to the carbon tax revenues generated by transportation activities in Metro Vancouver, towards the regional funding gap, would provide all the regional funding needed for Phase Two service improvements to proceed. This “Metro Vancouver Transit Carbon Tax Transfer” program would not ask B.C. residents from outside of Metro Vancouver to contribute to our region’s transportation network, and in fact would only reinvest the share raised within this region from the transportation sector itself, to improve the transportation network.

Regional Transportation Share of Provincial GHG Emissions

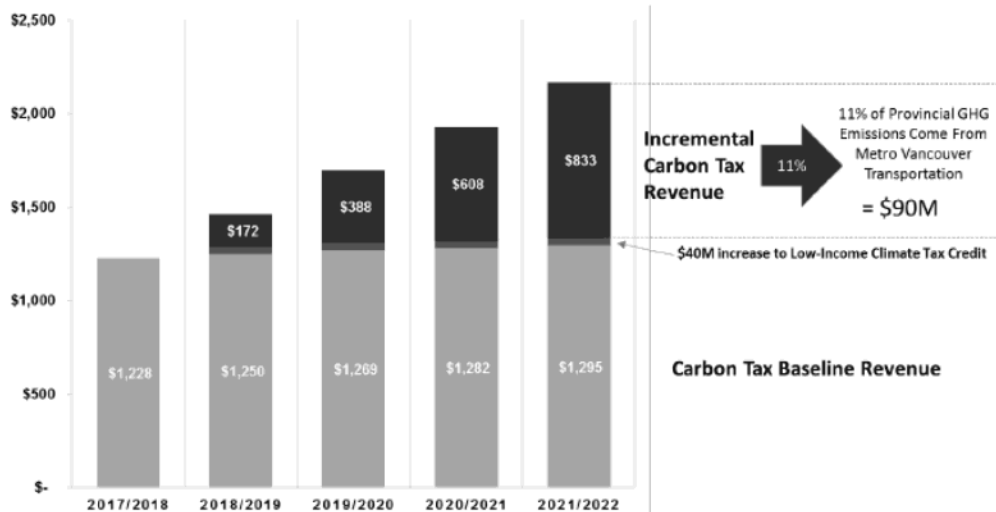


Key facts:

- GHG emissions resulting from transportation in the Metro Vancouver region comprises an estimated 11% of total Province-wide GHG emissions.
- Based on analysis of taxable GHG emissions, it is estimated 30% of total Provincial Carbon Tax revenue is generated within Metro Vancouver, and that at least 36% of Metro Vancouver’s regional GHG emissions are resulting from transportation.
- If new Provincial Carbon Tax revenues are allocated across the province according to where GHG emissions are generated, approximately \$19 million of net incremental Carbon Tax revenue could be invested in Metro Vancouver regional transit in 2018/19, increasing to \$90 million by 2021/22 – a level sufficient to close the regional funding gap.

Proposed Incremental Carbon Tax Revenue Funding Regional Transit in Metro Vancouver

(in nominal values; “M” denotes millions)



[SIDEBAR]

Ensuring B.C. fully leverages federal investment in Phase Two Plan of the 10-Year Vision

The Mayors' Council and Province of British Columbia need to reach an agreement on provincial and regional funding in fall 2017 in order to secure the next round of federal PTIF funding needed to finalize the Phase Two investment plan as scheduled in early 2018. TransLink and provincial officials have been meeting weekly to confirm *10-Year Vision* project costs, finalize the 40% provincial capital contribution and identify a new fair funding source to close the regional funding gap.

This work must be complete and agreements finalized within weeks in order to pave the way for public announcements and project procurement by the end of the year and early 2018, as scheduled. Delays beyond this time horizon risk further project delays which will add millions unnecessarily to the cost of delivering the *10-Year Vision*.

BENEFITS TO ALL BRITISH COLUMBIANS

Investing in Metro Vancouver transit and transportation improvements will help the Government of British Columbia achieve its Budget 2018 goals to “make life more affordable, improve services and create a sustainable economy for tomorrow and generations to come.”

Improving services for British Columbians

The Phase One Plan of the 10-Year Vision was approved in November 2016 and began delivering new services to the region in January, 2017. This first phase will deliver approximately the first three years of the 10-Year Vision, including a 10% increase in bus service and 15% increase in HandyDART service, a 20% increase in service on the existing SkyTrain and Canada Line, an increase to SeaBus to sailings every 10 minutes in peak hours, more West Coast Express capacity, and more funding for roads, cycling and walking infrastructure. The Phase One Plan will deliver dramatic increases in bus service in some areas currently underserved, including a 55% increase in service in Maple Ridge and Pitt Meadows, and a 11% increase on the North Shore. All delivered over the next three years.

The Phase Two Plan of the 10-Year Vision is on track, assuming provincial support, for approval by Spring, 2018. This phase will deliver a 48% increase to SkyTrain service, including an extension along Broadway, the first stage of a 27 kilometre LRT line in Surrey and Langley, a 6% increase in bus service, more HandyDART service, and continued investments in roads, walking and cycling infrastructure.

The final, Phase Three Plan, is expected in 2020, to deliver the final projects and services outlined in the 10-Year Vision.

[SIDEBAR]

Curing Congestion

Just by completing the 10-Year Vision, including its full complement of transit service expansion, road, walking and cycling improvements, as well as mobility pricing, by 2045 we could reduce road congestion by up to 20 percent and save commuters as much as 30 minutes on their daily travels. For example:

- Driving return from New Westminster to Surrey Centre: ~15 minute savings
- Taking transit return from Maple Ridge to UBC: ~30 minute savings
- Driving return from Langley Centre to Metrotown: ~20 minute savings

Making life more affordable

Metro Vancouver face many challenges to foster affordable development. Housing and transportation costs in the region comprises a growing share of income. In Metro Vancouver, owners with mortgages paid 40% of their pre-tax income for housing and transportation on average (renters paid 49%), higher than any other major city in Canada. Lower income renter households earning less than \$50,000 can spend up to 67% of their pre-tax income on housing and transportation costs.⁴

Reducing transportation costs by providing greater access to transit is key to our region's affordability crisis. To that end, the 10-year Vision aligns rapid transit expansion with both existing and planned high-density mixed-use development, allowing households to decrease their share of income spent on transportation. Not only does integrating transit and housing development increase housing supply and slow the growth of housing prices, but it also decreases private transportation costs (e.g. car expenses, fuel, parking, insurance, etc.) for residents, making the region more affordable overall.

Aerial View of Metrotown Station in Burnaby, BC Before and After the SkyTrain System



Before SkyTrain (estimated 1983)



After SkyTrain (2016)

By moving forward with the *10-Year Vision*, the Province and the Metro Vancouver region also have an important opportunity to leverage transit investments to improve housing choice and affordability in our cities. The Mayors' Council is committed to working in partnership with the provincial government, and in communities with key stakeholders, to pursue strategies for creating new housing around rapid transit corridors and other areas where enhanced transit services are being added as part of the *10-Year Vision*.

⁴ Metro Vancouver, The Metro Vancouver Housing And Transportation Cost Burden Study (2015).

[SIDEBAR]

New Regional Development Cost Charge for Transportation

In recognition of the connection between transit and land development, the Phase One Plan included a commitment to generate approximately \$20 million annually from a new Regional Development Cost Charge (DCC) for Transportation to support capital investments in the 10-Year Vision. DCCs are widely used by local governments in British Columbia to partially recover the capital costs of infrastructure associated with growth, such as arterial roads, water and sewer networks. The fees are applied to all new development and are used to support capital investment.

Additional technical analysis and consultation is required to design the structure of the new regional development fee and to set rates. Key policy choices are still to be made, such as where the fee would be levied, which types of development should pay, and whether any forms of development should be exempt, especially affordable and rental housing. Mayors are committed to setting a modest DCC rate so that housing supply is not constrained, leaving sales prices unaffected. Stakeholders are being engaged in discussion about these policy choices in fall 2017.

The provincial government will have to pass enabling legislation for the regional development fee. For revenue collection to begin in 2020, the legislation should be in Spring 2018 so that necessary technical work can be completed and a bylaw adopted.

If the new region-wide development fee is not enabled and confirmed by 2018 for implementation in 2020, a portion of the transit service expansion contemplated for introduction in 2019 would need to be deferred. This would be in the order of 100,000 to 125,000 annual conventional bus service hours or a combination of transit and transportation improvements (see Section 2) of equivalent value.

Good jobs and a sustainable economy

Job creation

[2-3 paras to come]

Costs of congestion

The cost of congestion grows exponentially with population and employment density, and is disproportionately high in Metro Vancouver as compared to the rest of B.C., resulting in costs of up to \$700 per resident⁵. In Vancouver, where 37% of heavy truck traffic is due to our role as a trade gateway, traffic congestion continues to be among the nation's most severe.⁶ If unmitigated, Metro Vancouver's traffic congestion, which costs British Columbia as much as \$1.7 billion annually

⁵ HDR, Inc. TransLink Current and Projected Costs of Congestion in Metro Vancouver (2014); C.D. Howe Institute. Tackling Traffic: The Economic Cost of Congestion in Metro Vancouver (2015).

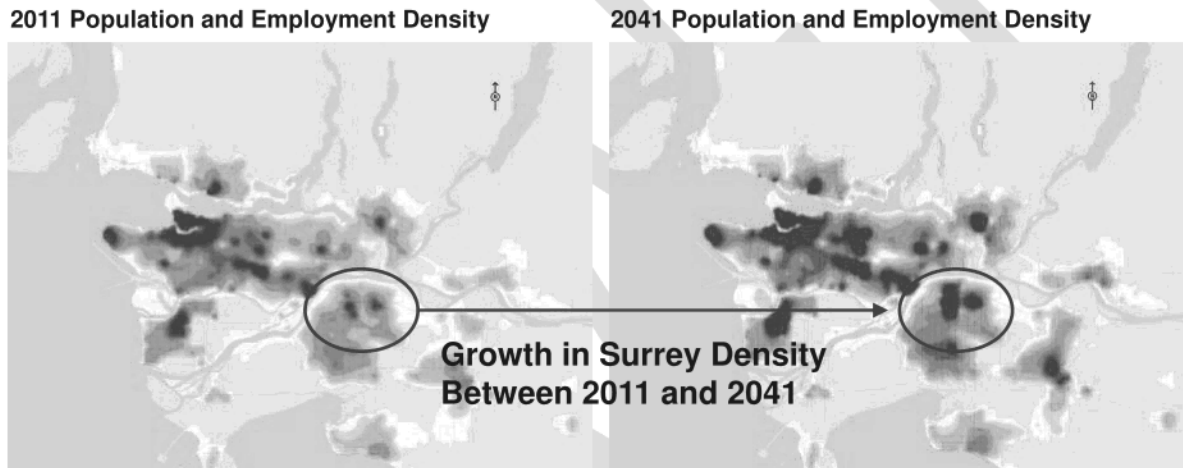
⁶ TomTom Traffic Index (2016).

Economic growth

Studies suggest that \$1 invested in urban transit systems may generate \$1.15-\$1.75 in Canadian GDP⁷, and that \$1 invested in a high-catchment urban area like Metro Vancouver provides more access to employment than \$1 invested in smaller catchment area cities. This is particularly true from regions home to many new Canadians like Metro Vancouver who tend to use more on public transit for their commute.

Serving fast-growing population and employment centres

Good transit is not only required to manage existing density; it's also needed to foster future density to support sustainable and affordable development in rapidly growing communities. Supporting affordable and sustainable development is particularly important for Surrey and other communities south of the Fraser River, which are among the fastest growing in Canada. Surrey alone adds an estimated 800 residents per month (2% growth/year).⁸ The area is forecast to attract 28% of new jobs in the region, and 26% of its new residents over the coming three decades⁹.



Trade and transportation

Cities with significant port operations must manage non-local heavy truck traffic related to marine-cargo movement. Vancouver's road and rail networks move 27% of Canada's marine-related cargo respectively¹⁰, meaning that existing road systems must not only accommodate local traffic but also trade-related non-local traffic. As a result, public transit investments and increased transit ridership in Metro Vancouver create disproportionate benefits by freeing up road capacity to support nationally important Gateway trade and goods movement.

As a "gateway" to international trade, Metro Vancouver is home to 27 marine cargo terminals, three Class 1 railroads, and the nation's largest drayage trucking sector. Our ports traded with 170 world

⁷ Residential and Civil Construction Alliance of Ontario, Creating and Effective Canadian Infrastructure Bank (2016).

⁸ City of Surrey (2015).

⁹ City of Surrey (2015).

¹⁰ Measured in tonnes; see table: SUMMARY OF TRANSIT METRICS BY JURISDICTION

economies, and handled 138 million tonnes of cargo in 2015 valued at \$200b.¹¹ This marine-cargo activities has a substantial impact on Metro Vancouver road systems. Approximately 37% of heavy truck traffic in Metro Vancouver is due to our role as a trade gateway (i.e. non-local traffic).¹²

Climate change

The region's overall goal is to reduce GHG emissions from all sources by 33% below 2007 levels by 2020 and 80% below 2007 levels by 2050. Achieving these targets requires a decrease in driving through mode shift to public transit, multiple-occupancy vehicles, cycling and walking, which is made possible through transit infrastructure investment and road usage charging as proposed in the 10-Year Vision.

By reducing congestion by 20%, the 10-Year Vision will save commuters 20-30 minutes per day in travel time on some of the region's most congested corridors. And by reducing congestion and reliance on the private automobile, this plan will also contribute to maintaining air quality in the Lower Mainland in addition to cutting greenhouse gas emissions from road vehicles by 13% or 655Kt CO₂e per year.

About the 10-Year Vision for Metro Vancouver Transit and Transportation

[Insert 10-Year Vision 'dashboard']

¹¹ Port of Vancouver (2016).

¹² TransLink Regional Goods Movement in Metro Vancouver (2016).

From: [Meggs, Geoff PREM:EX](#)
To: [Wong, Tamarra PREM:EX](#)
Subject: Fw: FAQs on regional funding gap
Date: Wednesday, December 6, 2017 6:49:40 AM
Attachments: [FAQs - Phase Two Funding - Nov 2017 FINAL.pdf](#)

Please print

From: Mike Buda
Sent: Tuesday, December 05, 2017 4:20 PM
To: Meggs, Geoff PREM:EX
Cc: Kevin Quinlan (Kevin.Quinlan@vancouver.ca)
Subject: FAQs on regional funding gap

Hi Geoff,

I have put together another crack at simplifying our ask for the Phase Two funding, knowing there are still uncertainties in Victoria about it. see attached. let me know if that might be helpful.

I understand you guys are working on a letter for the MC for before Dec 7. Hopefully that is still on track – I think we will need it to keep everyone calm, cool and collected. Let me know.

Mike

Michael Buda
Executive Director, Mayors' Council on Regional Transportation

m. 604-307-2839
o. 778-375-7669
e. mike.buda@mayorscouncil.ca
t. @mikebuda
www.MayorsCouncil.ca

FREQUENTLY ASKED QUESTIONS

The Regional Funding Gap in the Phase Two Plan of the 10-Year Vision

On October 16, 2017, the Mayors' Council on Regional Transportation made a pre-budget submission to the Select Standing Committee on Finance and Government Services as part of its consultations on the 2018 provincial budget. In it, the Mayors' Council called on the Province of British Columbia to support the Phase Two Plan the 10-Year Vision for Metro Vancouver Transit and Transportation by confirming its 40% capital contribution to these projects as well as helping to close the "regional funding gap."

1. What is the Phase Two Plan? What is in it and what will it cost?

- The Mayors' Council's developed the 10-Year Vision for Metro Vancouver Transit and Transportation in June 2014, with an estimated capital cost at the time of \$7.5 billion.
- The Vision will be delivered in three Phases. The \$2.1 billion Phase One Plan delivered the first 30% of the new projects and services outlined in the Vision. It was approved in November 2016, and included new bus, HandyDART and rail service across the region, as well as new funding for walking, cycling and road infrastructure.
- The Phase Two Plan, scheduled for final approval in Spring 2018, will deliver the next 50% of the new projects and services in the Vision, including additional bus and HandyDART service, as well as the Broadway Subway and Surrey LRT.
- The business cases for the major projects in the Phase Two Plan are with the Province of BC, and as soon as they are complete, final cost estimates will be released for the Plan.

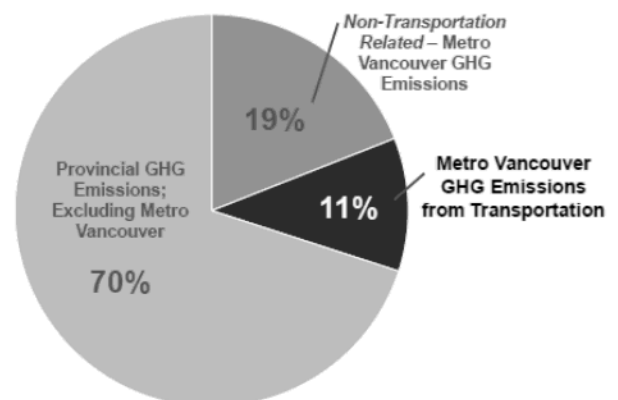
2. What is the "regional funding gap?"

- Translink is responsible for about **30%** of the capital costs of the new projects in the Plan, plus **100%** of lifecycle operating expenses, with the province and federal government contributing the remaining capital costs.
- TransLink will need to generate over **\$200 million** annually in new funding for its regional share. This comes on top of higher transit fares and property taxes approved for the Phase One Plan.
- TransLink will be contributing the about **\$130 million** from increased ridership revenue, sale of surplus property and contributions from operational savings, leaving **\$60 million to \$80 million** annually remaining as the "regional funding gap."

3. What is the Mayors' Council asking of the Province?

- In addition to the **40%** provincial capital contribution already committed, the Mayors' Council has asked the province to dedicate **11%** of new Provincial Carbon Tax revenues, from the \$20 increase to this tax over the next 4 years, to close the regional funding gap.
- This 11% share will come from the new carbon taxes generated by the transportation-related activities of residents and businesses in Metro Vancouver. The rest of the province will not contribute any of the provincial tax revenues collected from their regions to pay for transit in Metro Vancouver.

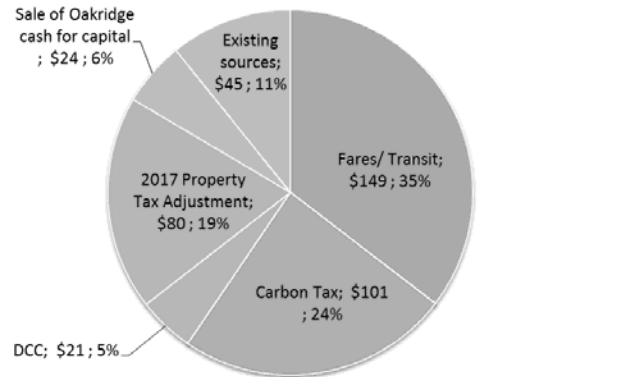
Regional Transportation Share of Provincial GHG Emissions



4. Is the Mayors' Council looking to the provincial government to pay for 100% of the costs of these projects?

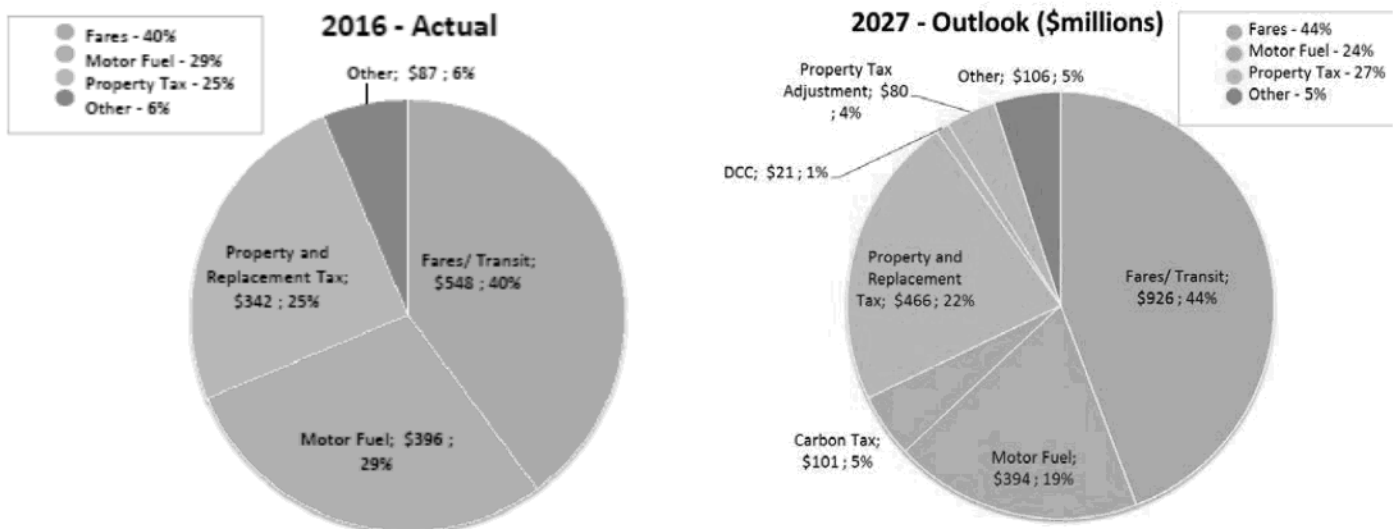
- TransLink has already committed its existing revenues to pay for **75%** of the region's share of the Phase One and Two Plans, from higher property taxes and transit fares, and internal savings.
- The proposed new Provincial Carbon Tax share will account for **less than a quarter** of this regional total.
- The only available alternative is further increases to the regressive property tax which the Mayors' Council has ruled out as unfair to already overburdened homeowners who have already been asked to increase their share of funding for transit.

Phase 1 & 2 Incremental Revenues by 2027 (\$millions)



5. Why should the province help pay the region's share of its transit plan?

- Metro Vancouver local governments and taxpayers have already contributed more than the region's fair share through higher property taxes and transit fares, a new DCC for Transit, plus the province's highest gas taxes, to pay for transit in this region.
- Sharing a small portion of the new Provincial Carbon Tax will not reduce the region's current reliance on transit fares, property taxes and gas taxes to pay for transit. In fact, over the next decade, even with a share of the new Provincial Carbon Tax:
 - property taxes will increase from **25%** of TransLink's revenues to **27%**, while transit fares will go up from **40% to 44%**
 - gas tax revenues will decline from **29%** today, to **24%** in 2027 (a figure which includes new revenues from a fair share of the Provincial Carbon Tax).
- The 10-Year Vision will also deliver substantial benefits towards provincial responsibilities, including GHG reduction, regional affordability, facilitating goods movement in the Gateway and job creation.



6. What are the benefits to the provincial government of investing the region's transportation priorities?

The Vision will cut congestion and reduce overcrowding on our transit system by:

- Adding 25% more service across the region,
- Boosting service by more than 40% on our rapid transit backbones on the existing Expo, Millennium and Canada Lines,
- Building LRT in Surrey and Langley, extending the Millennium Line under Broadway to Arbutus,
- Adding 30% more service for HandyDART users, and
- Increasing investment in our region's cycling network, and for our road and walking infrastructure.

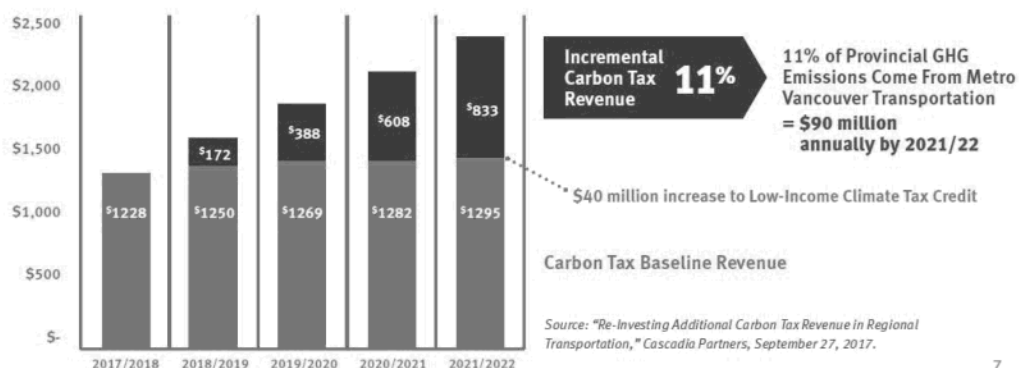
The province's support for the Phase Two Plan will keep the Vision on schedule, and avoid any further costly delays due to inflation and increasing property acquisition costs. The 11% share of the new Provincial Carbon Tax will invest about \$90 annually by 2022 in TransLink's services could fund:

- the entire annual operating cost of the current emissions-free trolley bus network of 13 routes (with \$12 million to spare), that sees 67 million boardings in a year; or,
- approximately 80% of the emissions-free Canada Line annual operating and maintenance costs, or 35% of the total annual operating expenses of the current Canada Line and SkyTrain lines; or,
- the purchase of about 70 zero-emission battery-electric buses;
- part of the improvements to our existing SkyTrain and Canada Line network, where approximately 600,000 residents and 600,000 jobs live within 1 km of a current station, with this figure growing to 1 million residents and 800,000 jobs in 2045
- part of the construction costs to the Millennium Line Broadway Extension and Surrey-Newton-Guildford LRT projects, where there are an additional 200,000 residents and 150,000 jobs within 1 km of these future stations, growing to 310,000 residents and 190,000 jobs in 2045.

KEY FACTS:

- GHG emissions resulting from transportation in the Metro Vancouver region comprises an estimated 11% of total Province-wide GHG emissions.
- Based on analysis of taxable GHG emissions, it is estimated that 30% of total Provincial Carbon Tax revenue is generated within Metro Vancouver, and that at least 36% of Metro Vancouver's regional GHG emissions are resulting from transportation.
- If new Provincial Carbon Tax revenues are allocated across the province according to where GHG emissions are generated, approximately \$19 million of net incremental Carbon Tax revenue could be invested in Metro Vancouver regional transit in 2018/19, increasing to \$90 million by 2021/22 – a level sufficient to close the regional funding gap.

PROPOSED INCREMENTAL CARBON TAX REVENUE FUNDING REGIONAL TRANSIT IN METRO VANCOUVER



Page 098 to/à Page 220

Withheld pursuant to/removed as

s.12;s.13;s.17

ISSUE NOTE

Issue:

- Funding and Implementation of Phase Two of Metro Vancouver Transit Plan

Background:

- In June 2014, the Mayors' Council approved a \$7.5 Billion 10-Year Vision for Transportation in Metro Vancouver and confirmed the major rapid transit and Pattullo Bridge replacement project priorities, along with bus, HandyDART and road/cycling expansion.

Phase One

- In November 2016 the Mayors' Council approved a Phase One Investment Plan which implements the first phase of the Vision. Senior government funding was provided under Phase One of the federal Public Transit Infrastructure Fund (PTIF), with contributions of \$370 Million from Canada and \$246 Million from the Province.
- The combined \$616M in senior government funding provided up to 83% of eligible transit projects, requiring the region to contribute the remaining 17% (\$124M).
- Additionally, under Phase One, the Mayors approved a further \$411 M for bus fleet purchases and road and cycling projects, utilizing borrowing and federal gas tax reserves.
- Phase One investments included: 10% increase in bus and 15% increase in HandyDART services, 20% increase in rail service starting in 2018, preconstruction work on the Millennium Line Broadway Extension and Surrey Newton-Guildford Rapid Transit, a new SeaBus, and upgrades to the Major Road Network, cycling and walking infrastructure.
- Federal PTIF funding can only be applied to transit infrastructure. Road projects and land purchases are not eligible for PTIF funding.

Phase Two

- In March 2017, the federal government committed \$2.2 Billion over 11 years, enabling a Phase Two of the Mayor's vision to move forward. In March 2017 the provincial government also announced its intention to contribute \$2.2 Billion over 11 years.
- With senior government funding now announced, work will need to be undertaken to confirm the precise content and costing of a Phase Two Investment Plan, expected to include major capital investments including the Millennium Line Broadway Extension, the Surrey Newton-Guildford Rapid Transit line and the Pattullo Bridge replacement.
- TransLink plans to submit the Phase Two Investment Plan to the Mayors' Council for approval in early 2018, although it is expected to seek earlier approval for necessary investments to support the Pattullo Bridge replacement.
- Business cases are under development for the Millennium Line Broadway Extension and Surrey Newton-Guildford Rapid Transit line (TransLink lead with provincial participation).
- TransLink would like to be ready for procurement for the Pattullo Bridge replacement by fall 2017. TransLink has indicated it will seek Federal and Provincial cost sharing to cover a portion of its debt servicing costs for the project.

- The Province will need to work with TransLink to confirm project costing and delivery assumptions associated with the replacement of the Bridge and construction financing options.

s.12,s.13,s.16,s.17

Regional Funding Share and New Revenue Sources

- The Mayors' Council has approved lifts in existing revenue sources for the Phase One Investment Plan, including (all figures incremental and over the life of the plan): an adjustment to property tax collection (\$365 Million); increased transit revenues from increased transit service (\$230 Million); and annual fare increases (\$90 Million).
- The Mayors have identified a new transit development cost charge (DCC) as a potential revenue source to fully implement the Phase One Investment.
- Preliminary work by TransLink has shown that additional regional revenues of \$60 to \$80 million per year will be required to facilitate the implementation of the Phase Two and future phase projects, and the Mayors have indicated their strong interest in net new revenue sources as part of their funding plan.
- To cover the regional share of revenues required for future phases, the Mayors have proposed: a fuel tax increase, a vehicle levy, carbon tax, regional sales tax, and land value capture mechanisms; and in the longer term, mobility pricing. All of these sources have implications for provincial tax policy, likely requiring review, and they would need to be enabled through legislative changes.

Decision required:

60 Day Issue:

s.12,s.13,s.16,s.17

90 Day Issues:

s.12,s.13,s.16,s.17

ISSUE NOTE

Issue:

- Funding and Implementation of Phase Two of Metro Vancouver Transit Plan

Background:

- Currently, the provincial relationship with TransLink is jointly managed through the Ministries of Community, Sport and Cultural Development (CSCD) and Transportation and Infrastructure (MoTI).
- CSCD is responsible for administering TransLink's legislation (*South Coast British Columbia Transportation Authority Act*) and liaising with the Mayors Council on the improvements to Metro Vancouver transit, including regional funding needs and project priorities. MoTI has responsibility for capital funding and oversight of major projects, including new rapid transit projects and the Pattullo Bridge replacement, as well as co-administering federal infrastructure funds with CSCD.

Mayors' Council Vision

- In June 2014, the Mayors' Council approved a \$7.5 Billion 10-Year Vision for Transportation in Metro Vancouver and confirmed the major rapid transit and Pattullo Bridge replacement project priorities, along with bus, HandyDART and road/cycling expansion.

Phase One

- In November 2016 the Mayors' Council approved a Phase One Investment Plan which implements the first phase of the Vision. Senior government funding was provided under Phase One of the federal Public Transit Infrastructure Fund (PTIF), with contributions of \$370 Million from Canada and \$246 Million from the Province.
- Phase One investments included: 10% increase in bus and 15% increase in HandyDART services, 20% increase in rail service starting in 2018, preconstruction work on the Millennium Line Broadway Extension and Surrey Newton-Guildford Rapid Transit, a new SeaBus, and major road network, cycling and walking upgrades.

Phase Two

- In March 2017, the federal and provincial governments each announced \$2.2 Billion over 11 years to fund Phase Two of the Mayor's vision. With federal funding committed, work will need to be undertaken to confirm a provincial commitment and the precise content and costing of a Phase Two Investment Plan.
- TransLink plans to submit a Phase Two Investment Plan to the Mayors' Council for approval in early 2018. It will contain major capital investments including the Millennium Line Broadway Extension, the Surrey Newton-Guildford Rapid Transit line and the Pattullo Bridge replacement.
- Business cases are under development for the Millennium Line Broadway Extension and Surrey Newton-Guildford Rapid Transit line (TransLink lead with provincial participation). The province has convened due diligence panels to review business cases and other technical materials to ensure that the most costs effective solutions are in place.

- TransLink would like to be ready for procurement for the Pattullo Bridge replacement by fall 2017.
- The Province will need to work with TransLink to confirm project costing and delivery assumptions associated with the replacement of the Bridge and construction financing options.

s.12,s.13,s.16,s.17

June 2017 Purchase Option for SkyTrain cars

s.12,s.13,s.16,s.17

Regional Funding Share and New Revenue Sources

- The Mayors' Council has approved additional lifts in existing revenue sources for the Phase One Investment Plan, including (all figures incremental and over the life of the plan): an adjustment to property tax collection (\$365 Million); increased transit revenues from increased transit service (\$230 Million) and annual fare increases (\$90 Million).
- The Mayors have identified a new transit development cost charge (DCC) as a potential revenue source to fully implement the Phase One Investment.
- Preliminary work by TransLink has shown that incremental regional revenues will be required to facilitate the implementation of the Phase Two and future phase projects, and the Mayors have indicated their strong interest in net new revenue sources as part of their funding plan.
- Some of the funding options identified by TransLink to cover the regional share of revenues required for future phases include: a fuel tax increase, a new vehicle levy or regional sales tax, and a Land Value Capture mechanism; and in the longer term, mobility pricing. All of these sources are dependent on provincial authorization and legislative changes.
- Further discussions will be required between the Province, Mayors' Council and TransLink respecting how to best meet the region's future revenue requirements, with consideration of existing authorized regional funding sources and regional proposals for net new funding sources.

Decision required:

- **60 Day Issue:**

s.12,s.13,s.16,s.17

- **90 Day Issues:**
s.12,s.13,s.16,s.17