Agenda

9:00 am  Welcoming Remarks
9:05 am  2016 Federal Budget Overview – FCM Perspective
9:25 am  Regional Industrial Land Strategy
9:55 am  Regional Affordable Housing Strategy
10:20 am Lions Gate Secondary Wastewater Treatment Plant Project
10:45 am Regional Prosperity Initiative
11:05 am Update on 10-year Metro Vancouver Transit and Transportation Plan
11:40 am Roundtable
11:55 am Closing Remarks
Council of Councils
2016 FEDERAL BUDGET OVERVIEW – FCM PERSPECTIVE

Raymond Louie
VICE CHAIR, METRO VANCOUVER BOARD OF DIRECTORS
PRESIDENT, FEDERATION OF CANADIAN MUNICIPALITIES
FEDERAL BUDGET 2016: FCM DELIVERS RESULTS THAT MATTER
Budget context:

- Municipal issues were front-and-centre like never before during last year’s federal election.
- The Liberal party committed $60 billion over 10 years for transit, social and green infrastructure.
- After the election, FCM began an unprecedented level of engagement with the new government.
- In February, FCM released *Cities and Communities: Rising to the Moment* to identify municipal priorities for Budget 2016.
The result?
A turning point in municipal-federal relations
Budget 2016 includes commitments in several key areas put forward by FCM, on behalf of its members:

Affordable Housing

Public Transit

Green Infrastructure
Budget 2016 reaffirms the government’s plan to invest $60 billion in new infrastructure spending over 10 years:

Phase 1: $11.9 billion in new commitments, with the majority distributed in 2016-17 and 2017-18.

Phase 2: $48.1 billion, with details to be finalized in the next year.
PHASE 1 OF CANADA'S NEW INFRASTRUCTURE PLAN

Total = $11.9 billion

Social Infrastructure
- Social infrastructure investments in First Nations, Inuit and northern communities: $1,219
- Cultural and recreational: $342
- Early learning and child care: $400
- Affordable housing: $1,481

Green Infrastructure
- Climate change mitigation and adaptation infrastructure projects: $518
- Supporting municipal capacity-building: $250
- Clean Water and Wastewater Fund: $2,000
- Water, wastewater and waste management infrastructure for First Nations communities: $2,242

Public Transit
- Public Transit Infrastructure Fund: $3,400
KEY INVESTMENTS IN AFFORDABLE HOUSING
Budget 2016 allocates $2.3 billion in new funding for affordable housing and homelessness over the next two years, and commits to developing a National Housing Strategy.

It commits $574 million over two years for a new program to support energy and water retrofits, as well as renovations of existing social housing units.

And it reallocates $30 million over two years to maintain subsidies for low-income households living in federally administered social housing.
KEY INVESTMENTS IN PUBLIC TRANSIT
Budget 2016 commits $3.4 billion in new dedicated funding over three years to upgrade and improve public transit systems (track upgrades, fleet replacements etc.).

Phase 1 funding will be delivered to existing transit systems, based 100% on existing ridership.

The federal government will fund up to 50% of eligible costs, which now include design, engineering and planning costs not previously eligible for federal funding.
KEY INVESTMENTS IN GREEN INFRASTRUCTURE
Budget 2016 commits $2 billion over four years for a dedicated Clean Water and Wastewater Fund, with the federal government funding up to 50% of eligible costs.

Projects will be prioritized by provinces and territories, in collaboration with local governments.

It also commits $518 million for climate change mitigation and adaptation projects over the next five years (including $212 million for the Lions Gate Wastewater Treatment Plant).
Other key investments for communities of all sizes:

- $500 million for high-speed broadband in rural and small communities;
- A 33% increase to the Northern Residents Tax Deduction;
- $323.4 million to enhance public safety, including rail safety;
- $322.2 million for community, recreation and cultural facilities.
What it means for you: a transformative new approach to the municipal-federal partnership

- Budget 2016 increases to **50%** the maximum federal contribution in new infrastructure programs.
- It removes the requirements for a **P3 screen**—giving municipalities more choice and flexibility.
- It commits to accelerating the **$9 billion** available under the New Building Canada Fund.
FCM: A trusted partner of the federal government

- Budget 2016 taps FCM to deliver $75 million for local governments to address climate change, and $50 million for asset management capacity building.
- The budget also commits an additional $125 million to support green innovation through the Green Municipal Fund.
WHAT’S NEXT?

There’s still urgent work to do. We need to continue to engage.

FCM and the municipal sector will need to work with the federal government to confirm and design new program details, and roll out spending commitments in our communities.

Phase 2 of the government’s infrastructure plan—worth **$48.1 billion**—has yet to be committed, and is expected to be designed by the end of the year.
“We all benefit when infrastructure is improved. New roads and bridges allow us to get around faster. Waste treatment plants, sewers and water mains keep water clean. Broadband connects us digitally. Social housing delivers affordable homes. These benefits are obvious. But people don’t always realize that infrastructure is vital to strengthening the economy and growing the middle class.”

– Finance Minister Bill Morneau, Budget Speech, March 22, 2016
Bringing it home. Together.

fcm.ca
Metro Vancouver
Region faces lack of industrial land, says port

Port sounds alarm, saying shortage poses a 'serious threat' to local and national economies

Despite projects such as the Duke Energy 780,000-square-foot building at the Boundary Bay Industrial Park, aimed at warehouse and distribution businesses, Port Metro Vancouver's B.C. legislature is warning of a serious shortage of industrial land in the region. (Photo) By J. Daniel Jemmott

Government action needed on land shortage crisis: developers

New companies have nowhere to establish, existing businesses can't expand, analyst says

By David Clode
Jan. 18, 2020, 9:10 a.m.

Base Metro land-use decisions on informed analysis, not emotion

Port Metro Vancouver needs more land to expand its services, but it is running up against a wall of local pushback.

By Robert Kunz
Feb. 5, 2015, 6:14 a.m.

Housing puts the squeeze on Metro Vancouver industrial land

As municipalities reduce space for denser town centres, residential developers are swarming in

By Holly Goodman
Jan. 14, 2015

Daphne Bramham: The port wants more land, but so does everyone else

It’s time to consider other options to Port Metro Vancouver’s continuing expansion

By Daphne Bramham
Jan. 20, 2015

Vanouver's building pressure to release more industrial land

By Frances Bula
Vancouver: The Globe and Mail
Published Sunday, Aug 02, 2015 9:42PM EDT
Last updated Monday, Aug 24, 2015 4:00PM EDT

Throughout the summer, The Globe's B.C. bureau is taking an in-depth look at housing in the Vancouver region, where skyrocketing prices are limiting who can afford to buy a home in Canada's third-largest city and what those homes look like. We're examining trends in the Lower Mainland's housing market, as well as following buyers who are trying to navigate it.
METRO VANCOUVER: ADDRESSING THE ISSUE
Policy:

Metro Vancouver 2040: Shaping our Future
GOAL 2: SUPPORT A SUSTAINABLE ECONOMY
Protect Important Lands
### 2015 Industrial Lands Inventory

**Large-Scale Infrastructure / Transportation**
1. Other Infrastructure - Utilities
2. Other Infrastructure - Oil Tank Farm
3. Transportation Infrastructure - Rail Yards
4. Transportation Infrastructure - YVR Airside/Groundside Developed
5. Transportation Infrastructure - Port Terminal Developed

**Transportation Infrastructure – Parking / Other**
6. Transportation Infrastructure - Other
7. Transportation Infrastructure - Parking

**Retail Uses**
8. Non-industrial - Retail (big box)
9. Non-industrial - Retail (small or medium-scale)
10. Non-industrial - Retail (car/trailer dealerships)

**Other Commercial Uses**
11. Non-industrial - Office
12. Non-industrial - Media Production
13. Non-industrial - Banquet Hall/Assembly
14. Non-industrial - Education/Training
15. Non-industrial - Indoor Recreation

**Total Land Inventory**

[Map Image of Developed Lands]

[Legend includes various types of land use colors and symbols]
Convening
Industrial Lands Initiative:
A collaborative multi-sector discussion about how best to secure the long-term needs for industrial lands in the region
Questions?
Council of Councils

DRAFT REGIONAL AFFORDABLE HOUSING STRATEGY

Mike Clay
CHAIR, METRO VANCOUVER HOUSING COMMITTEE
Highlights

• Spotlight on benefits of linking transit and mixed income housing for overall affordability
• Retain focus on rental supply
• Envisions MVHC expansion to create additional mixed income rental housing
• Entry-level homeownership options, particularly in family-friendly, ground-oriented forms
Draft Regional Affordable Housing (RAHS) Strategy Framework

VISION

5 GOALS

17 STRATEGIES

- Metro Actions
- Municipal Actions
- Private/Non Profit Actions
- Provincial Actions
- Federal Actions
- Other – TransLink etc
Draft Goals

1. Expand the supply and diversity of housing to meet a variety of needs
2. Expand the rental supply and balance preservation of existing stock with redevelopment that supports tenants
3. Meet housing demand estimates for low and moderate income earners
4. Increase the rental housing supply along the Frequent Transit Network
5. End homelessness in the region
64 participants attended two stakeholder workshops November 2015;
17 municipalities considered the Draft RAHS and provided written correspondence;
Seven community or industry stakeholders provided written submissions; and
Meeting with TransLink staff
High Level Feedback/Support

- There is a need for this updated strategy to address serious affordability issues
- Support for overall direction of the Draft RAHS
- Stressed the importance of a regional perspective and a collaborative approach
- Requested a new emphasis on increasing the rental supply along the frequent transit network
- Suggested updated housing demand estimates and performance measures
High Level Feedback/Concerns

- Emphasize clarity in the development approval process to aid in new supply
- Reflect the dual need to create new rental supply while making tenant needs paramount in any redevelopment
- Be explicit about regional and local roles
- Goal 5 End Homelessness in the Region is aspirational and beyond municipal control
- Challenges with management of affordable units gained through rezoning
- Desire for Metro Vancouver Housing Corporation to create new mixed-income housing
### Municipal Responses to Draft RAHS

<table>
<thead>
<tr>
<th>Type of response</th>
<th>Number of municipalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Endorsed Draft RAHS</td>
<td>2</td>
</tr>
<tr>
<td>Generally support or support Draft RAHS in principle</td>
<td>6</td>
</tr>
<tr>
<td>Received Draft RAHS for information and/or provided comments or recommendations</td>
<td>9</td>
</tr>
<tr>
<td>Total responses</td>
<td>17</td>
</tr>
<tr>
<td>No response</td>
<td>5</td>
</tr>
</tbody>
</table>

April 1, 2016
RAHS Approval Process

1. Approve Draft RAHS for consultation Sept 2015
3. Consider Stakeholder Feedback Apr 2016
4. Endorse Final RAHS June/July 2016

We are here

- Mayor and Councils consider endorsement October 2016
- RAHS Implementation Plan (Metro actions) October 2016
New Era

- New Provincial funds of $355 million over 5 years, approx 2,000 new units in BC
- 2016 Federal budget $2.3 billion over 2 years for housing
- Current $30 million per year Federal investment in Affordable Housing in BC 2014-2019
Questions?
Council of Councils

LIONS GATE SECONDARY WASTEWATER TREATMENT PLANT

Darrell Mussatto
CHAIR, METRO VANCOUVER UTILITIES COMMITTEE
Regulatory Driven

- Integrated Liquid Waste and Resource Management Plan
- Wastewater Systems Effluent Regulations
- Lions Gate secondary level treatment by December 31, 2020
Sustainably treats wastewater and recovers resources
Integrates into the Community
“Many communities have already identified projects that are ready for immediate investment by the federal government, including”: 

“$212 million to upgrade the Lions Gate Wastewater Treatment Plant to make it resilient to climate events. This facility provides primary treatment of wastewater for residents of the District of West Vancouver, the City of North Vancouver and the District of North Vancouver, …..”
Request for Qualifications

• Interested Parties were invited to Submit Responses on September 28, 2015

• 5 Responses were received on December 17, 2015

• Short listed of up to three to be invited to submit Proposals
Request for Proposals
Invited Proponents

ADApT Consortium
• Acciona, Dialogue, Amec Foster Wheeler, Tetra Tech

PCL Partnership
• PCL Constructors Westcoast Inc, North American Construction/NAC Constructors

First Narrows Partnerships
• CH2M Hill Canada, EllisDon Inc, Kenaidan Contracting Ltd.
Request for Proposals Schedule

- Technical Submissions (November 2016)
- Financial Submissions (January 2017)
- Selection of a Preferred Proponent (February 2017)
- Financial Close (April 2017)
Questions?
Greg Moore
CHAIR, METRO VANCOUVER BOARD OF DIRECTORS
Metro Vancouver

21 municipalities
one Electoral Area
and one Treaty First Nation working together for a livable region
A Dynamic Metropolitan Region
Regional Prosperity Initiative
Past Initiatives

- Greater Vancouver Economic Partnership - private sector led
- Metro Vancouver Commerce - municipal initiative
Acting as a Regional Forum
Framework for a Regional Prosperity Initiative in Metro Vancouver
Collaboration is the key to success
Regional Prosperity Forum – April 27, 2016
Roadmap for a Prosperous Future

- Interim Steering Committee
  - Mission/vision, terms of reference, governance and funding model
  - Timeline
- Convene a dialogue to contribute to development of scope and priorities
Questions?
Council of Councils

METRO VANCOUVER TRANSIT AND TRANSPORTATION PLAN

Gregor Robertson
CHAIR, MAYORS COUNCIL ON REGIONAL TRANSPORTATION

Mike Buda
EXECUTIVE DIRECTOR, MAYORS COUNCIL ON REGIONAL TRANSPORTATION
Metro Vancouver Council of Councils Meeting

Update on Metro Vancouver 10-year Transit & Transportation Plan

April 23, 2016

Presentation by: Mayor Robertson, Chair; Mike Buda, Executive Director, Secretariat
Our Objective

Leverage historic available federal and provincial funding to realize the Mayors’ Vision and stabilize transit funding at a sustainable level, and rebuild public trust in TransLink.
What’s at Stake

- **400 new buses** to expand bus service by 25% across region.
- **200 new** SkyTrain and Canada Line cars.
- **Station and bus exchange** upgrades.
- New **rapid transit** in Vancouver, Surrey & Langley.
- **3rd SeaBus**, with service every 10 mins.
- 80% more **NightBus**
- By 2045, **70% of residents** can walk to high-quality transit.
- Plan will **reduce congestion** by 1/3
- **$200M** for walking & cycling, w/ **2700km of new bike lanes**
Towards “Fair-Share” Funding

Local governments in Metro Vancouver receive 11¢ of every local tax dollar (including regional transit taxes), from which they pay 100% of operating costs, plus more expected for capital.

Local governments in Metro Vancouver receive 11¢ of every local tax dollar (incl. regional transit taxes).* Local governments must fund almost 1/3 of total life-cycle cost of transit.

**THE OUTCOME:**
The Mayors’ Council was the first local government in the country to call on the new federal government to revise the “traditional” 1/3 funding formula...which they did in the 2016 Budget, which included $20B for transit (10X more than have ever been available).
An integrated, region-wide plan

Multi-modal
Expansion and improvements
Region-wide
Integrated with RGS, RTS
Rigorous evaluation
Broad support
Ready to go!

mayorscouncil.ca
An affordable plan

Excluding investment for roads and bridges (expected to be $1.7b), Metro Vancouver’s plan is the least expensive per capita of major Canadian metropolitan regions.

How are Transit Plans Funded Across Canada?

- Capital funding for MetroLinx (Toronto regional authority) is generally 0% to 20% local for major projects.
- Capital funding for AMT (Montreal regional authority) is generally 0% to 25% local for major projects.
- Capital funding for OC Transpo’s (Ottawa regional authority) Confederation Line is expected to be 22% local.
A plan that delivers broad benefits

Implementing the plan leads to job creation, economic growth, decreased congestion, and environmental sustainability – positioning the Metro Vancouver Gateway as a global leader.

**Jobs:** An average of over 4,000 Canadian jobs annually are expected for the next 15 years, with combined wages of $274m annually resulting in $1.1b in new income tax revenue.

**Economic Growth:** Construction and operation is expected to generate $19b of GDP transactions (direct, indirect, and induced) over 15 years, resulting in $800m in new sales tax revenue.

**Time Savings:** Investments are expected to reduce congestion by up to 10%, allowing residents more time with families and better employment access.

**Sustainability:** Investments allow Metro Vancouver to maintain its current carbon footprint by avoiding 600,000+ tonnes of C02e annually, even while growing by 1 million people by 2040.

mayorscouncil.ca
Our fiscal squeeze

Transit funding needs will grow 5-6% annually between 2015-2024, driven by inflation, population growth, and a growing preference for public transit; revenues have grown by <3% annually in past 6 years.

Projected Indexed Growth in TransLink Funding Needs
(in percentage terms with a base year of 2016 [i.e. 10% = 10% increase in funding needs since 2016])

- Increasing reliance on transit (1-1.5%/year)
- Population Growth (1.4%/year)
- Inflation (2-2.5%/year*)

*Note: inflation compounds on mode shift and population growth
What Fair-Share Funding Means

Traditional Cost-Sharing Formula: 
1/3 share of capital costs

Fair-Share Funding Formula: 
~1/3 share of life-cycle costs 
(=~ 17% regional capital share)

In 2014, the region was expected to contribute $3.5 billion for a $7.5b Vision.

With “fair-share” funding, the regional contribution is down to ~$2 billion of the Vision.

*percentage funding contributions shown for eligible capital projects
Closing the Funding Gap

The Mayors’ Council is working to answer these 5 questions:

✓ Once federal and provincial contributions are taken into account, what is the additional funding required to fund the regional share of the Vision (“the regional funding gap”)?

✓ What are the funding combinations and respective rates to fill the gap?

✓ How would impact on households vary for the different options?

✓ How do the different options perform against the Mayors’ Council principles?

✓ What are the implementation considerations for the different sources?

mayorscouncil.ca
Guiding Principles

Adopted at October 1, 2015 open meeting of Mayors’ Council:

1. The Mayors’ Council 10-year Plan is the guiding framework for the region’s transportation planning and investments;

2. New property taxes are not an option to fully fund the Mayors’ Plan. Finding a solution to the funding gap will require the Province and the region to work together;

3. Referenda are not an appropriate decision-making tool for transportation planning;

mayorscouncil.ca
4. TransLink’s existing governance structure does not reflect what residents’ expect, and must be reformed.

5. Fast action is required to address TransLink’s governance and funding gaps, to keep the region moving, and to ensure the region is positioned to access current federal funding.

6. Comprehensive mobility pricing remains the foundation of the region’s transportation plan, and will require the Province and Region to start collaborating immediately in order to implement;
Timelines and next steps

- **Short window** to reach agreement with the province before its election
- **Federal funding** for “shovel-ready and long-term projects must be secured ASAP
- A **quick decision** on provincial and regional funding will enable implementation of Mayors’ Plan beginning in **mid-2017**; otherwise, a delay until early-2019 is likely
- Mayors’ Council will be ready to **report back** to residents on its proposed strategy and next steps, for feedback, in May.

mayorscouncil.ca