

## To speak to agenda Item 5.1:

->>> Translink's mandatory annual (2021) report to the MV RD board on:

1)The status of projects funded through the “***Greater Vancouver Regional Fund***” (GVRF)- aka “federal govt gasoline taxes”; and

2)TransLink’s request for the MV RD board to approve a scope change to Translink's 2020 GVRF application that was approved by the board on November 1, 2019;

## **Misleading, factually inaccurate April 29-2022 submissions**

April 29-2022 MV RD board meeting (Item 9.1) MV RD staff report:  
[http://www.metrovancouver.org/boards/GVRD/RD\\_2022-Apr-29\\_AGE.pdf](http://www.metrovancouver.org/boards/GVRD/RD_2022-Apr-29_AGE.pdf)

### ***Item 9.1 Considering TransLink's 2022 Investment Plan and Proposed Increase in Borrowing Limit***

Report misleadingly and falsely communicates that Translink required:

- **\$1.3 Billion** debt limit increase (from **\$5.5 Billion** to **\$6.8 Billion**); &
- **\$2.8 Billion** of new borrowing during 2022- 2028;

... to pay for planned/ proposed multi-billion dollar infrastructure projects-  
chief among them: the **Surrey Langley SkyTrain Project**...

## Misleading, factually inaccurate April 29-2022 submissions

Translink's **Sarah Ross's** and **Olga Kuznetsova's** April 29-2022 PPT:  
[http://www.metrovancouver.org/boards/GVRD/RD\\_2022-Apr-29\\_PPT.pdf](http://www.metrovancouver.org/boards/GVRD/RD_2022-Apr-29_PPT.pdf)

### Slides #6 and #13 (21 and 28 in above linked-to MV PDF) (and others):

... indicate Translink was planning to expend **\$\$ Billions** on the **Surrey Langley SkyTrain project** during 2022- 2028...

### Slide #13:

... indicates Translink's planned/ proposed **\$10.6 Billion of** expenditures (during 2022- 2031) on major transportation infrastructure projects, with the **Surrey-Langley SkyTrain project** representing **42 percent** of the \$10.6 Billion...

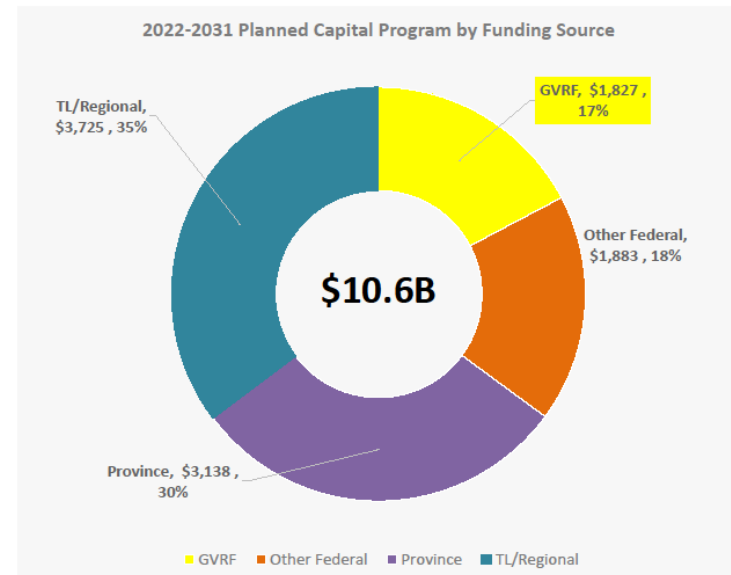
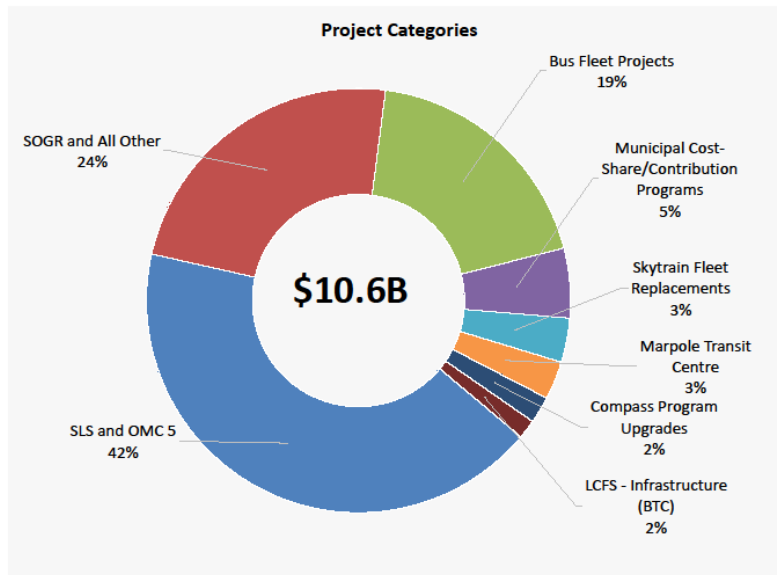
Verbal statements repeatedly wrongly indicated that Translink required a **\$1.3 Billion** debt limit increase- and **\$2.8 Billion** of new borrowing (during 2022 to 2028)-

... to pay for planned/ proposed multi-billion dollar infrastructure projects- chief among them: the **Surrey Langley SkyTrain Project**...

# Misleading, factually inaccurate April 29-2022 submissions

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## 2022-2031 Capital Program - New **Planned** Projects Investment Categories and Funding Sources



Note 1: Includes \$358M already approved for program year 2022. 2023-2031 utilization of GVRP is \$1.5B

# Misleading, factually inaccurate April 29-2022 submissions

On June 14-2022,

... the BC govt issued several formal announcements regarding the ***Surrey Langley SkyTrain project***:

[https://www2.gov.bc.ca/assets/gov/transportation-infrastructure-projects/surrey-langley-skytrain/july-announcement-2022/business\\_case\\_fact\\_sheet\\_updated.pdf](https://www2.gov.bc.ca/assets/gov/transportation-infrastructure-projects/surrey-langley-skytrain/july-announcement-2022/business_case_fact_sheet_updated.pdf)

**These announcements indicate:**

**a)** The BC govt would provide almost 2/3 of the project's required **\$3.94 billion** construction funding, or **\$2.4 Billion**,

**b)** The Federal govt would provide roughly 1/3 of the project's required construction funding, up to **\$1.3 Billion**;

**c)** Translink would be required to provide less than 6 percent of the project's construction funding, or **a paltry \$220 Million...**

# MV RD Board's GVRF Fiduciary Obligations #1

## 1) Issue a formal written rebuke

->>> to Translink's senior management personnel and Mayors' Council chairperson for their misleading, factually inaccurate April 29-2022 submissions to the MV RD board when they requested board endorsements of:

- Translink's debt limit being increased by **\$1.3 Billion** (from **\$5.5 Billion** to **\$6.8 Billion**); and
- Translink undertaking **\$2.8 Billion** of new borrowing during 2022-2028...

## 2) Deny all of TransLink's & its representatives' current and future GVRF requests, unless and until;

➤ Actions are taken by Translink's senior management personnel and the Mayors Council chairperson to correct and remediate the consequences of their misleading and misinforming members of the MV RD board- and the general public- at the board's April 29-2022 meeting;

## MV RD Board's GVRF Fiduciary Obligations #2

➤ As a pre-condition for approving Translink's existing and all future GVRF requests, require Translink to:

- 1) Rescind its (2019- 2022) prohibition of fresh air on buses and SkyTrain cars;
- 2) Remove signage on buses' and SkyTrain cars' passenger areas' windows that indicate opening such windows is prohibited;
- 3) Remove signage on buses' roof-mounted fresh-air vents that indicate opening such fresh-air vents is prohibited;
- 4) Instruct Translink & subsidiaries' employees, bus drivers & SkyTrain personnel to allow and to not impede the opening of buses' and SkyTrain cars' passenger areas' windows and roof-mounted fresh-air vents;
- 5) Take actions to make **Nova “Highway Coach”** buses' passenger areas' windows openable by passengers (IE: remove the bolts that currently prevent these windows from being opened.. )

# Translink's prohibition of fresh air on buses and SkyTrain cars

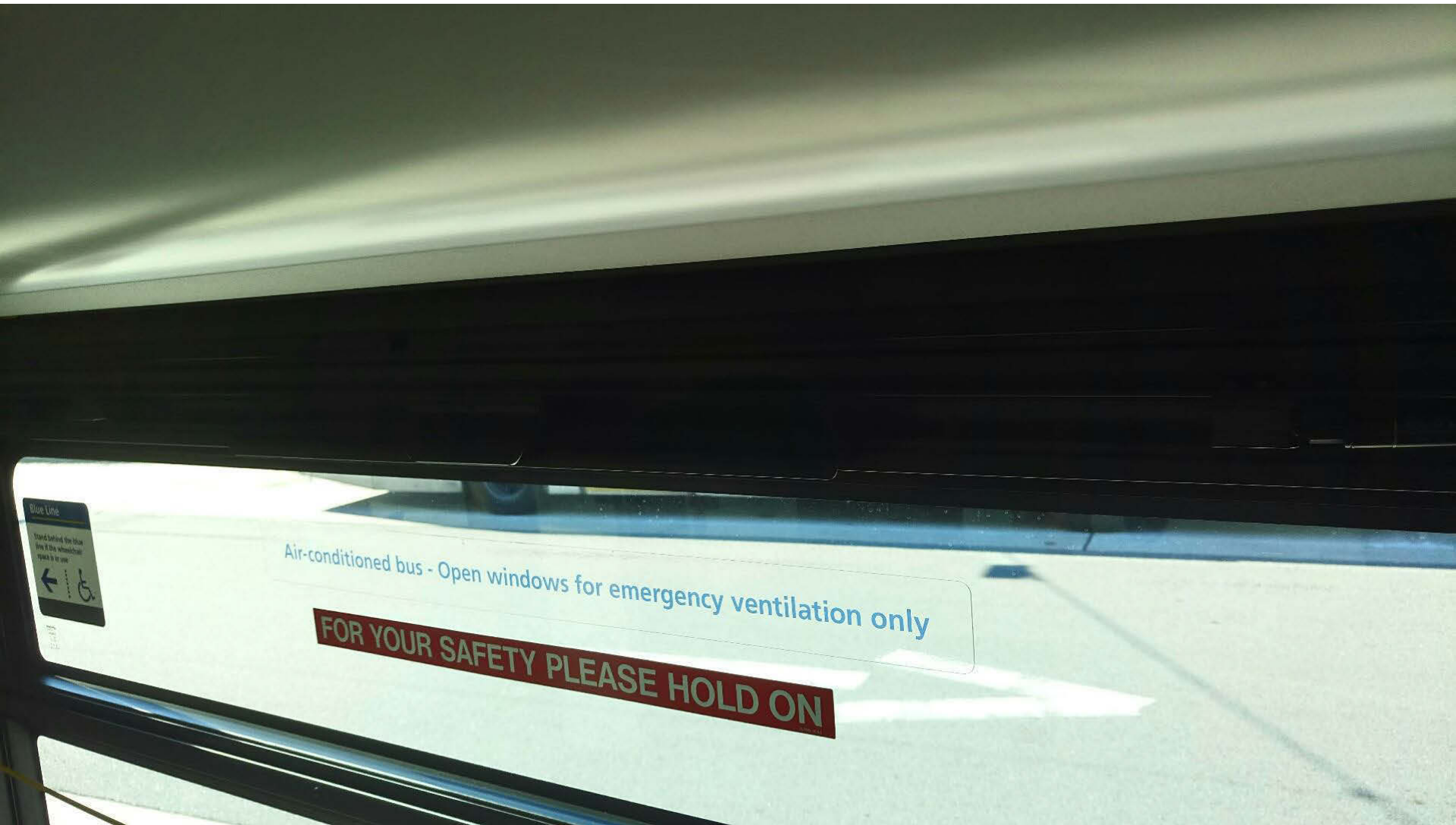




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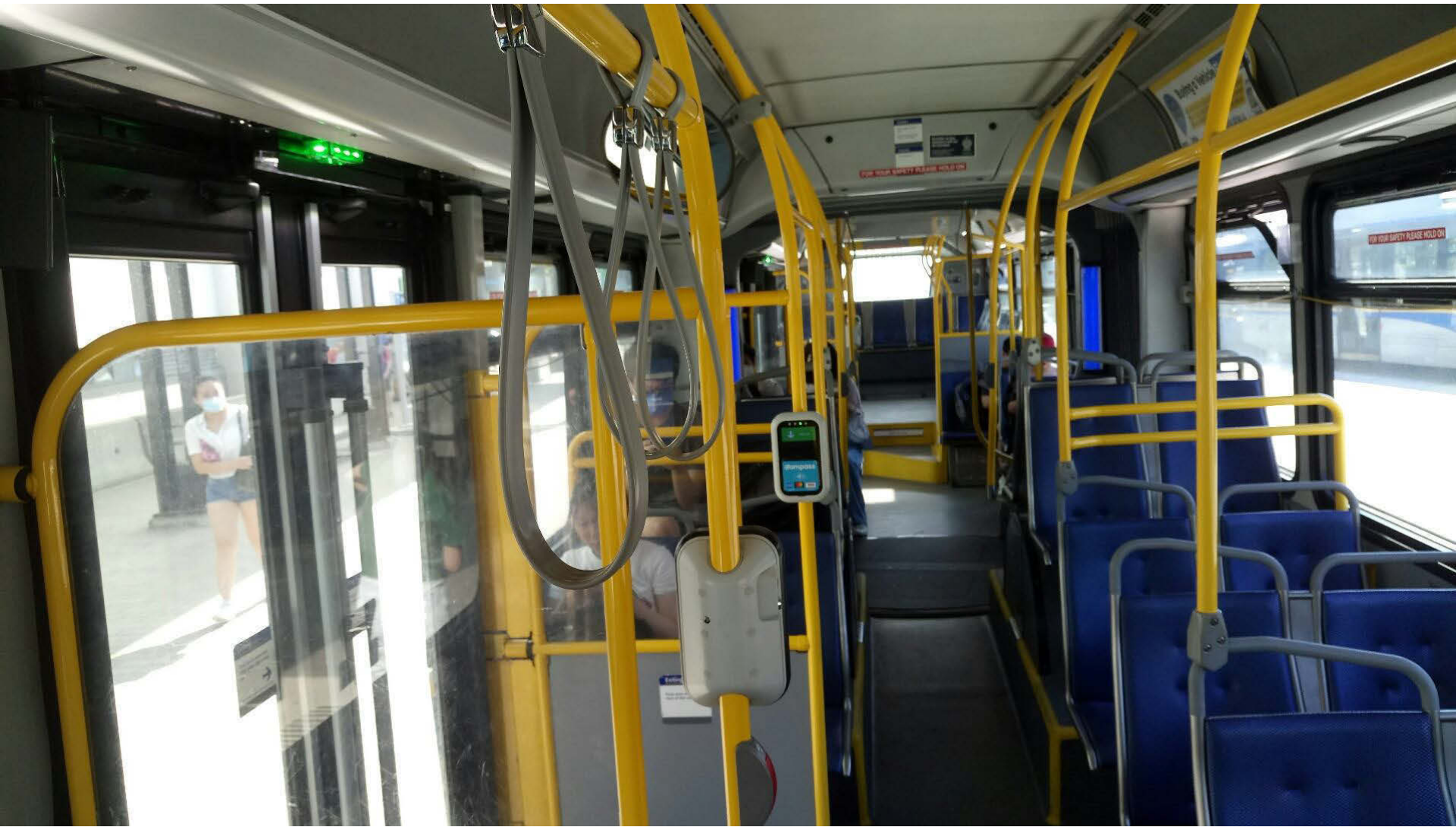


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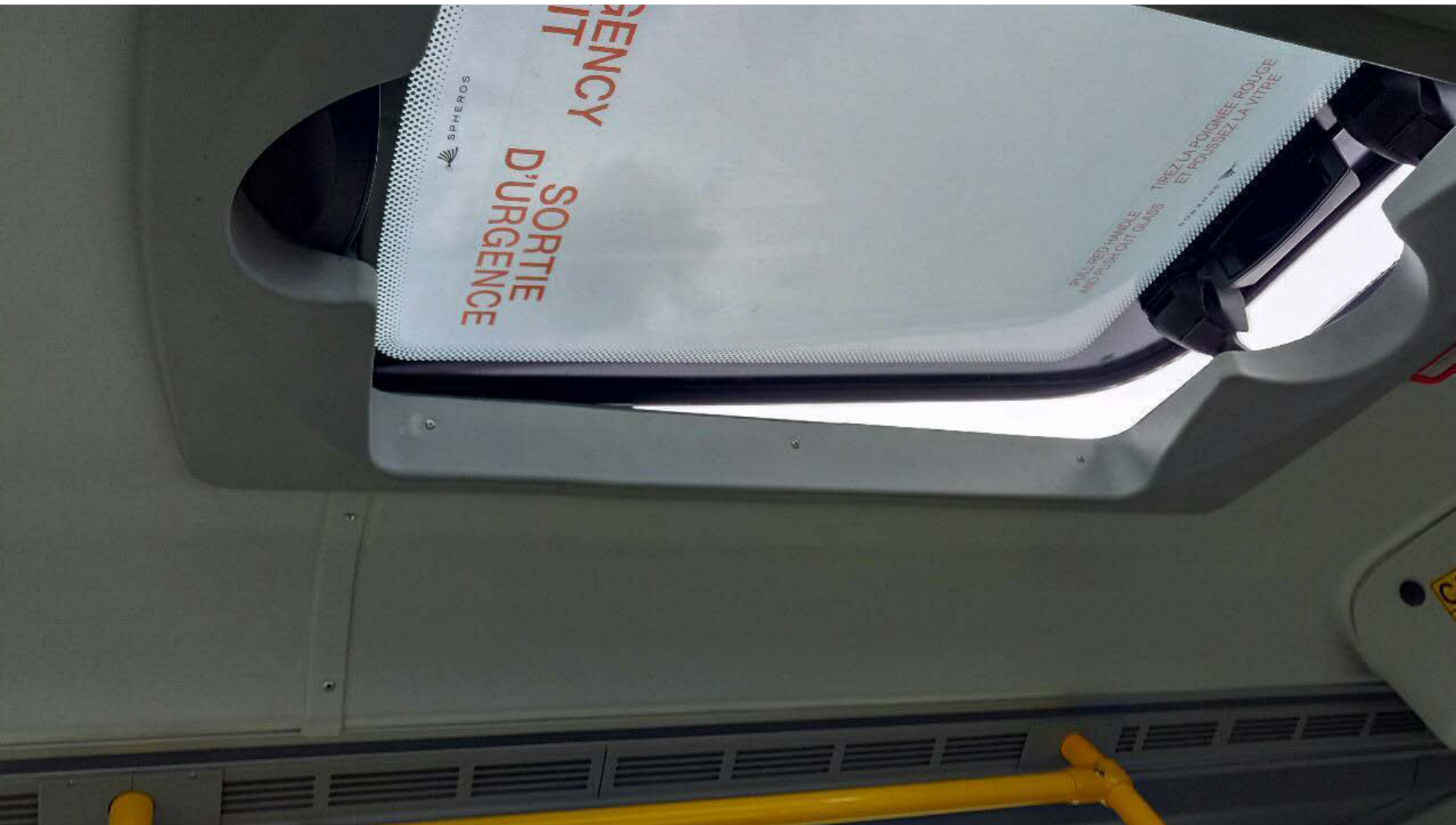


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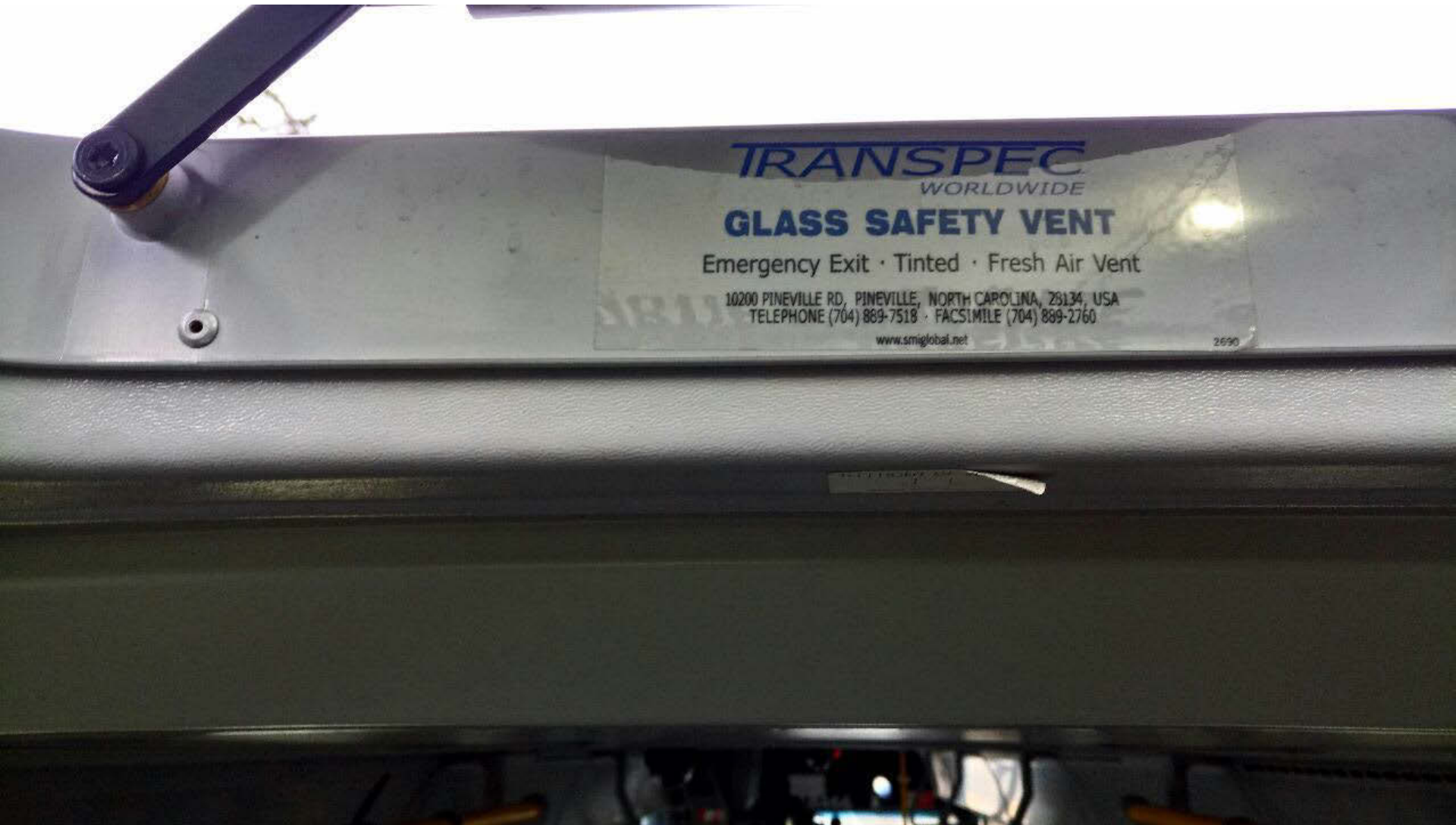




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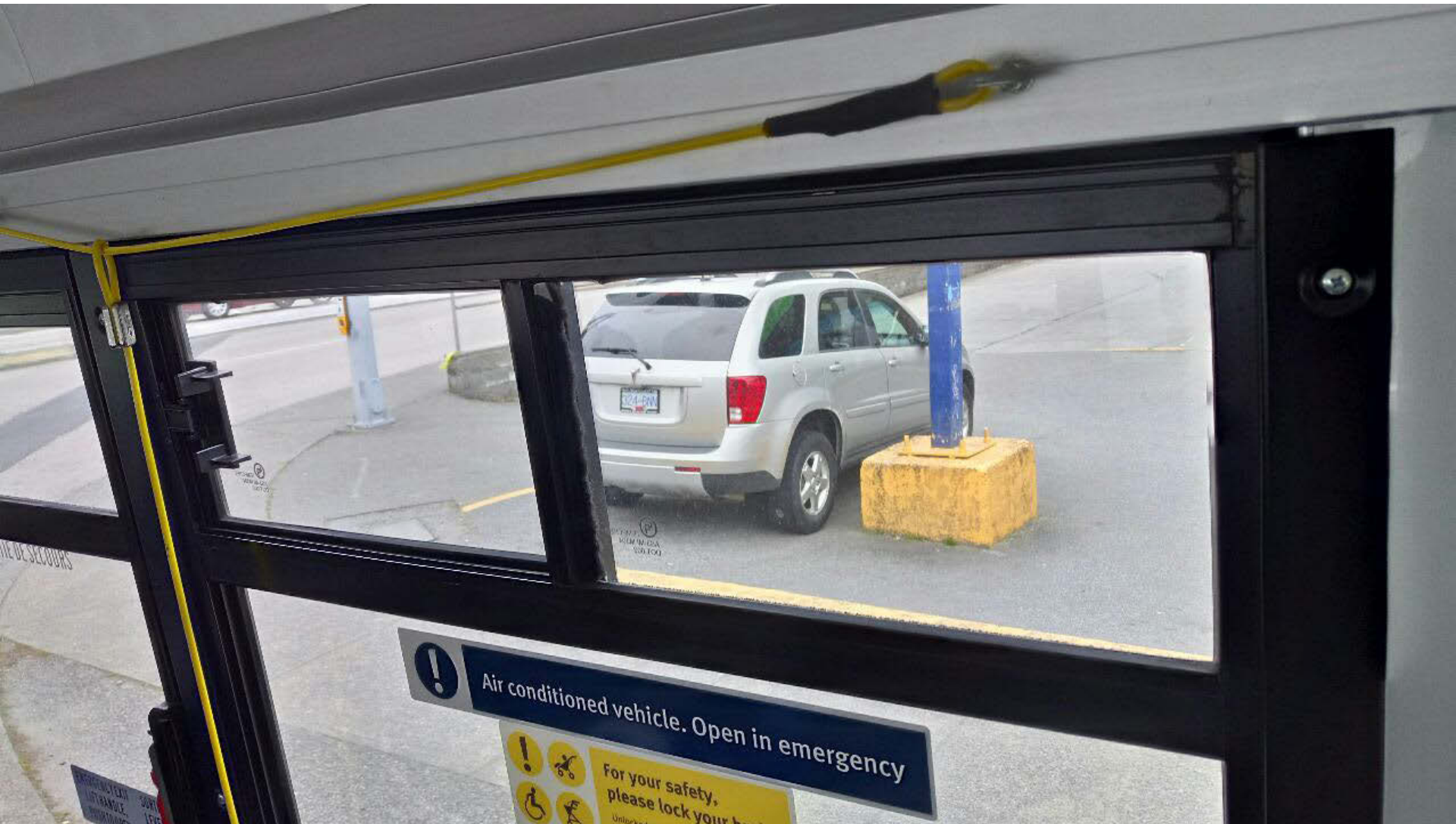




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# Tilbury LNG Expansion Program

July 29, 2022

Section C 3





# Tilbury Expansion Program

## Expansion Phases & Drivers

### Resiliency

- ✓ Provide safe, reliable, and affordable energy to British Columbians when they need it most.

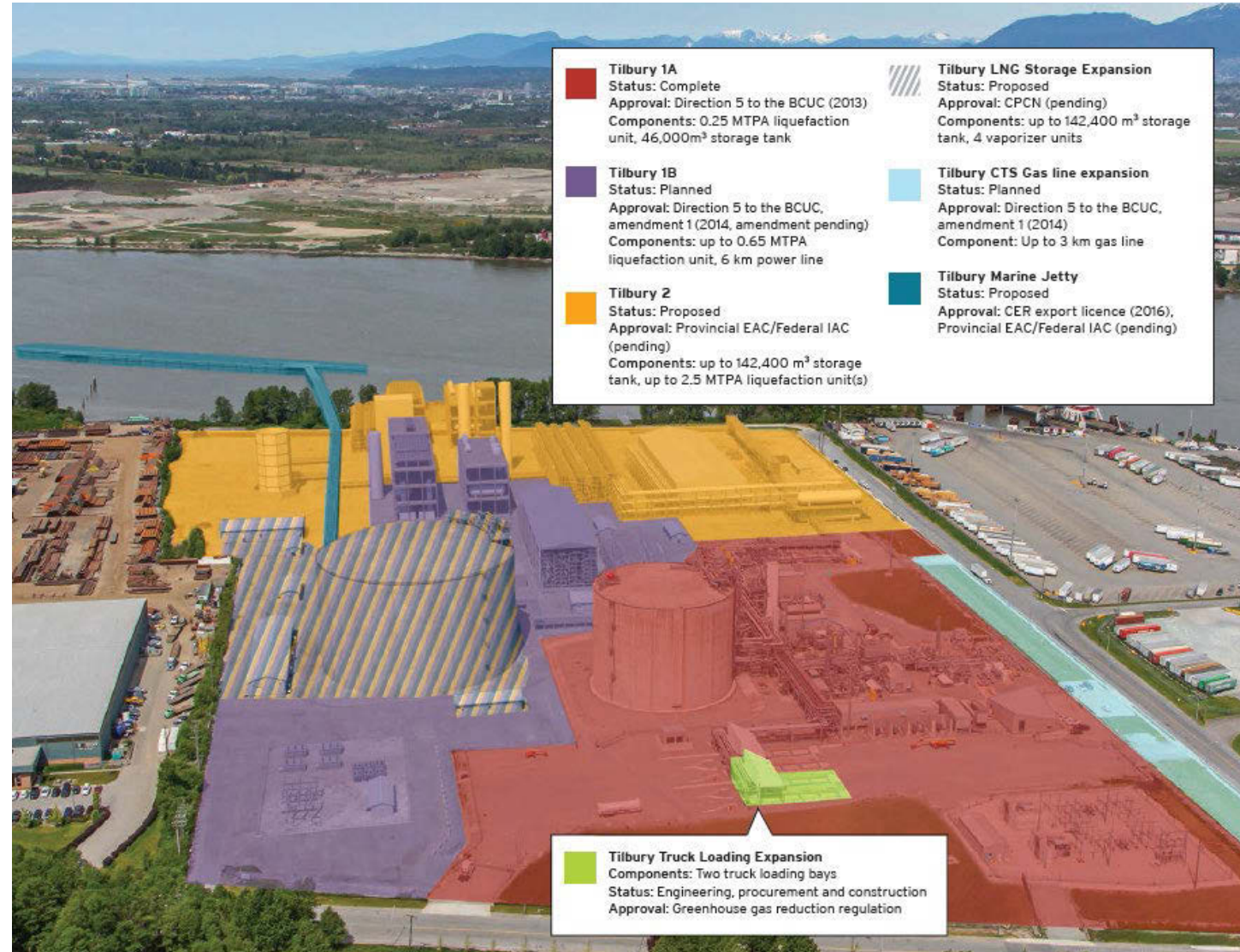
### Marine Fuelling

- ✓ Transition ships from conventional fuels to low-carbon LNG.

### LNG for global markets

- ✓ Position B.C. as a vital domestic and international LNG provider to lower global GHG emissions.

Tilbury is one of the cleanest facilities in the world as it is powered by renewable hydroelectricity and utilizes modern technology.



## Concerns with Metro Vancouver Staff Report

1. Inaccurately assesses emissions reductions associated with displacing conventional marine fuels.
2. Underplays the role LNG will play in the decarbonization of the marine sector.
3. Omits FortisBC's work on rapidly expanding the supply of Renewable Gas.
4. Does not consider how TMJ will improve regional air quality by contributing to the replacement of conventional marine fuels with LNG.
5. Omits that expanding LNG bunkering infrastructure within the Port of Vancouver is aligned with both the federal and provincial policy agendas.



# Tilbury Expansion Program

## Tilbury's Role in Reducing Emissions

- LNG from Tilbury is nearly 30% less carbon intensive than global LNG, on average
- Since 2017, LNG from Tilbury has reduced emissions for marine customers by over **138,000 tonnes** – equivalent to removing over **38,000** vehicles off the road each year
- Demand for LNG as a marine fuel continues to grow
- The Port of Vancouver has noted that ***“Natural gas is the only commercially viable and scalable alternative to conventional oil-based marine fuels for ocean-going vessels, and is increasingly being adopted by shipping lines globally”***

With an initial expansion complete, our LNG customers are already reducing their greenhouse gas emissions.





## Local Air Quality Benefits

A key finding of an air quality benefits study conducted on behalf of TMJ and FortisBC determined that if all the marine fuel consumed in the Port of Vancouver were replaced with LNG benefits to the local airshed include:

↓ **Nitrogen oxides** reduced **84%**  
or **7,300** tonnes/year

↓ **Non-methane VOCs** reduced **42%**  
or **200** tonnes/year

↓ **Black carbon** reduced **96%**  
or **70** tonnes/year

↓ **Carbon dioxide** reduced **25%**  
or **159k** tonnes/year

↓ **Particulate matter** reduced **89%**  
or **150** tonnes/year

↓ **Tank-to-wake CO<sub>2</sub>e** reduced **18-25%**  
or **115k-162k** tonnes/year

↓ **Sulphur oxide** reduced **98%**  
or **260** tonnes/year

↓ **GHGs** reduced **21-27%** on a lifecycle-basis or **160-207k** tonnes/yr

## Recommendation

**FortisBC respectfully requests that the Metro Vancouver Board reject the recommendations to oppose the Tilbury Marine Jetty and Tilbury Phase 2 LNG Expansion projects and refer the report back to the staff for further study.**

# Thank you



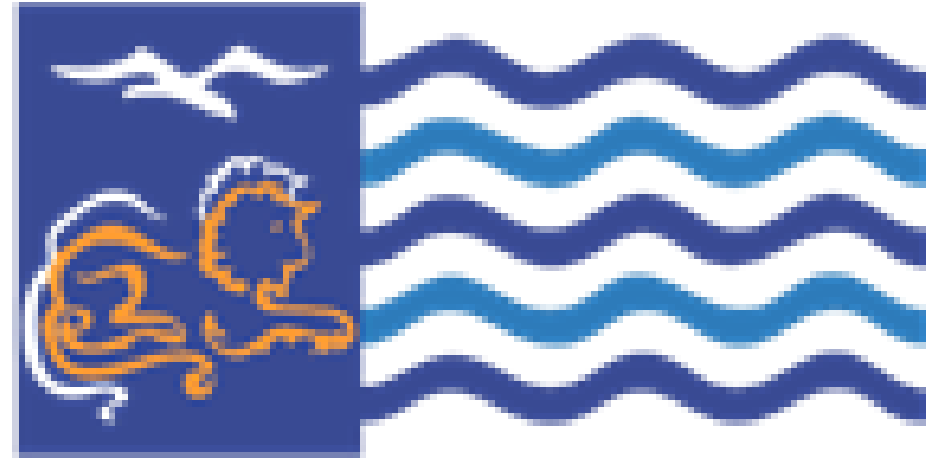
For further information, please contact:

**Tilbury Expansion Program**  
**tilbury.info@fortisbc.com**  
**604-576-7133**

Find FortisBC at:  
**fortisbc.com**  
**talkingenergy.ca**  
**604-576-7000**

Follow us **@fortisbc**





## **VILLAGE OF LIONS BAY**

# Request for Acceptance of Village of Lions Bay's Amended Regional Context Statement

Metro Vancouver Regional District

Board Meeting of July 29, 2022

# What is at stake?

- An OCP is a tool for a municipality to plan:
  - the nature and location of future land use, development, and services
  - which reflect the community's vision and sense of self-identity.
- Externally, an OCP offers:
  - advice to other levels of gov't about
  - what's best for the Municipality within the broader regional context.

# Rural vs. Urban: ...nothing...in...between...

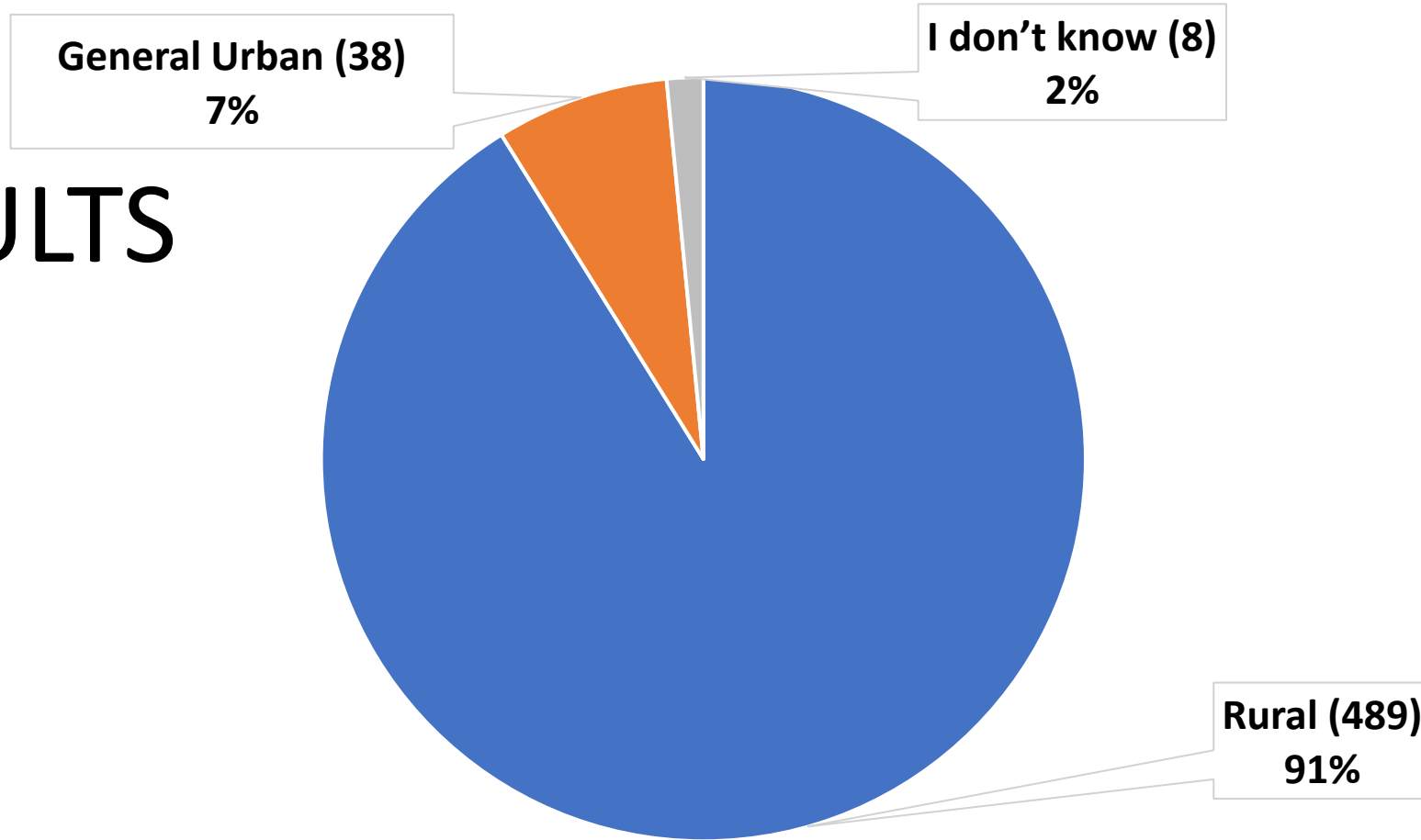
- Urban indicia include:
  - higher density residential developments focused in Urban Centres and Frequent Transit Development Areas
  - as well as qualities identified for an urban environment that are desirable in any community, urban or rural.  
(eg: recreation facilities & parks, neighbourhood shops & services, trails and other multi-modal transportation opportunities, etc.)

# What is Rural?

- Rural indicia is generally characterized by Metro as *Agricultural or Remote, which includes:*
  - low density forms of residential,
  - small scale commercial, industrial, & institutional
  - uses that don't require the provision of urban services
  - not intended as future urban development areas
  - generally won't have access to regional sewerage services
  - generally comprise natural areas
  - with low intensity residential or built environments that are
  - historical, remote, or not contiguous with the urban areas, and
  - may have topographic constraints.

# How do Lions Bay residents identify?

## RESULTS





# Metro 2040, Strategy 1.3: Protect Rural Areas from Urban Development – Policy Support

- There are numerous policies in the VoLB OCP aimed at protecting our Rural assets:
  - water supply & watershed protection,
  - protection of trees on public lands,
  - protection of air quality, open spaces & recreation areas,
  - protection of wildlife (Lions Bay is the first “small community” in Canada to be recognized by Nature Canada’s “Bird Friendly” initiative & we’ve been a BearSmart Community since 2011)
- Managing development to respect the character of the Village & pursue socially and environmentally “sensitive redevelopment”



# Village of Lions Bay by the numbers

- Total Land Area: **2.53 km<sup>2</sup>** (per 2021 Census)
- 2021 Population Count: **1390** (per 2021 Census)

## **Total Dwellings - 554 broken down as follows:**

- Number of Townhouse Dwellings: **26**
- Number of Single Family Dwellings (SFDs) on assessment roll: **528**
- Number of Undeveloped RS-1 lots with capacity for sewer service: **10** (of which 3 have new Building Permits)
- Number of Undeveloped RS-1 lots requiring on-site septic service: **7** (of which 1 has a BP pending)
- Total number of SFD parcels (developed and undeveloped): **545**
- Number of Registered Secondary Suites in those SFDs: **58**
- Total Dwellings/Households (including Secondary Suites): **612** (557 per 2021 Census)



# Housing Data – Lies, Damn Lies and Statistics

- Timing of Lions Bay’s Housing Needs Assessment Report didn’t line up with RCS amendments – easily remedied
- We have, and expect to always have, “low density residential housing”, which should meet the requirement for a “residential rural” designation
- Given the very small land base of the Village and its unique location and characteristics, comparisons with other communities regarding density of residential development are always going to be skewed
- “Dwelling Unit Count” is not one of the indicia in the RGS for what characterizes rural land use (red herring)



# The sustainability framework in Metro 2040 is foundational to the objectives of Metro's RGS

- Sustainability objectives for rural communities
- Infill Housing vs. Urban Sprawl
- Modest, constrained, “rural development” is key to ensuring the financial survivability of rural communities and Lions Bay intends to pursue its own vision of what that looks like within the rural land use designation
- These goals and objectives for rural communities are not contrary to Metro 2040 – they are part and parcel of making the Regional Growth Strategy work for all communities in the region.





# Impact of Acceptance

- Limited growth potential of Lions Bay
- Minimal impact on objectives & strategies of Metro 2040
- Consistent with several of Metro 2040's objectives
- Recognition that fulfilling VoLB's request is:
  - easy;
  - non-impactful;
  - supportive of residents' desires; and
  - the right thing for the Board to do
- Respect for Lions Bay's chosen path will help residents support Metro's regional growth strategy going forward



# Regional Planning Committee Recommendation and Village Council's Immediate Response

- Special Meeting of July 20, 2022:
  - Mapping corrections
  - Addition of Housing Needs Report
- This puts the Regional Board in position to unconditionally accept Lions Bay's amended Regional Context Statement
- Lions Bay Residents, Council, Staff and Regional Planning Committee are all aligned we ask that the Board follows suit."



# VoLB OCP, section 4.8: Maintaining a Sense of Place

*“The residents of Lions Bay treasure the qualities that make it a special place to live – the Village setting, in a forest, on a mountainside and shore, and the small scale of development in the community. As the community ages and redevelopment takes place, these natural and built elements of the community’s character must be protected.”*

## Questions?

