

**Upcoming Meetings**

Upcoming meetings I will attend:

**Mayors' Council on Regional Transportation**

Thursday, June 11, 2015

**Metro Vancouver Board**

Friday, June 12, 2015

**Climate Action Committee**

Wednesday, June 17, 2015

**Mayors' Council on Regional Transportation**

Thursday, July 2, 2015

**Metro Vancouver Board**

Friday, July 3, 2015

**Intergovernment and Finance - Electoral Area Sub-Committee**

Wednesday, July 8, 2015

[Metro Vancouver Board and Committee Agendas & Minutes](http://www.metrovancouver.org/boards/search/)<http://www.metrovancouver.org/boards/search/>**Issues and News****Twin Tunnels Commissioning**

May 14 was an auspicious day for Metro Vancouver when, after more than ten years of underground and surface construction, the completion of the Twin Tunnels beneath Grouse Mountain and Mount Fromme on the North Shore was celebrated.

This major infrastructure project allows water from the Capilano Reservoir to be carried through one tunnel, treated at the Seymour-Capilano Filtration Plant, and carried back to the Capilano system through the second tunnel for distribution.



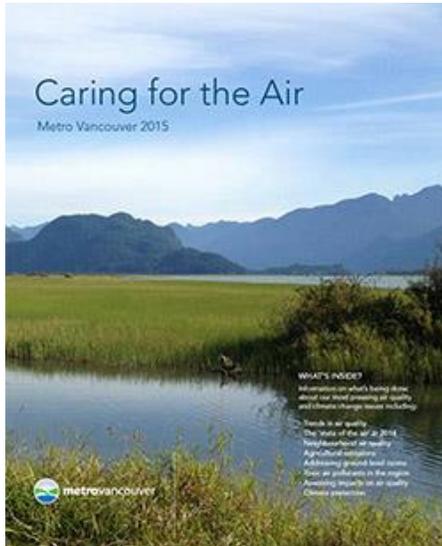
The UBC and UEL communities are connected to the Capilano distribution network and will now receive filtered water year round.

At 3.8 metres in diameter, 7.1 kilometres long, and 160 to 640 metres below ground level running beneath the North Shore mountains, the Twin Tunnels are an engineering and construction feat. As the Filtration Plant is at a higher elevation than the Capilano Reservoir, excess pressure is available from the returning water for which an energy recovery system has been created. The recovered energy will partially offset the power requirements for the Capilano Raw Water Pump Station.

The completion of a major project like this not only represents over 10 years of physical work, it represents vision and planning, ingenuity, and input from and coordination with local residents. The Twin Tunnels will ensure a supply of safe, high-quality drinking water for future generations in Metro Vancouver.

<http://www.metrovancouver.org/services/water/construction-maintenance/construction-projects/twin-tunnels>

### Caring for the Air 2015



Metro Vancouver's annual Caring for the Air report provides news, tips, and facts about air quality and climate change issues in our region. This year's report explains how air pollution from around the world can affect our air quality as well as how Metro Vancouver's air quality and climate change programs are developed to benefit the lives of people in our region.

In addition to information about emissions and air quality monitoring, Caring for the Air 2015 features articles on neighbourhood air quality issues, toxic air pollutants, keeping carbon dioxide out of the atmosphere by protecting ecosystems in regional parks, and choosing an electric vehicle to suit your lifestyle.

The cover of Caring for the Air 2015 features a beautiful view of Coquitlam's Widgeon Marsh on a clear day when visual air quality is optimal.

[http://www.metrovancouver.org/services/air-quality/AirQualityPublications/Caring\\_for\\_the\\_Air-MV2015.pdf](http://www.metrovancouver.org/services/air-quality/AirQualityPublications/Caring_for_the_Air-MV2015.pdf)

### Sewer Grease and "Unflushable" Wipes

Metro Vancouver staff are preparing to launch a public outreach program to address the problems of grease and disposable wipes in sewers. Cooking grease and wipes have a significant impact on Metro Vancouver and municipal infrastructure, causing damage to equipment, blocked sewers and potential sewage spills into the environment. To maintain and clean these sewers, over \$2.0 million per year is spent by Metro Vancouver and its member municipalities to remove grease build-up in the collection systems.

Some wipes labelled "flushable" do not actually break down in the wastewater system, and may bind together in sewer pumps. When wipes combine with grease, the mass can further clog sewers, damage pumping equipment, and cause sewage to overflow into the environment.

There is currently no regulatory standard in Canada for what products can be labelled 'flushable' – that's why Metro Vancouver, in collaboration with the Canadian Federation of Municipalities and other groups is supporting the development of an ISO standard on flushable products.

In the meantime, please put wipes in the garbage – even if they say they are flushable.

### **Trans Mountain Expansion Project**

Kinder Morgan Canada has applied to the National Energy Board (NEB) to expand its Trans Mountain pipeline that runs from Northern Alberta to the Lower Mainland in British Columbia. The proposal is aimed at achieving a three-fold increase in pipeline capacity to transport diluted bitumen from the Alberta Oil Sands to expanded facilities in Burnaby, including a tank farm and the Westridge Marine Terminal for international transport, which would result in a seven-fold increase in oil tanker traffic in Burrard Inlet.

Metro Vancouver, along with 14 member municipalities, is participating as an intervenor in the NEB review process.

At its May 15, 2015 meeting, the Metro Vancouver Board expressed its opposition to the proposed Trans Mountain Expansion Project and directed staff to submit written evidence to NEB that supports this position, including the potential impacts on Metro Vancouver assets, infrastructure, and environment, and the inadequacy of the assessment of potential impacts put forward by the proponent in several key areas. Metro Vancouver's evidence was filed in accordance with NEB requirements on May 27, 2015.

### **BC Hydro Multi-Family Building Energy and Greenhouse-Gas-Reduction Research**

The Metro Vancouver Board recently authorized a contribution of \$50,000 to support research managed by BC Hydro Power Smart aimed at identifying ways to reduce energy consumption and greenhouse gas (GHG) emissions from multi-unit residential buildings (MURBs).

Buildings are a major source of GHGs in Metro Vancouver and existing MURBs are large users of carbon-based fuels in the region, primarily natural gas that is used to operate boilers.

MURBs are a growing segment of Metro Vancouver's building stock, and compared to single-family detached houses, their energy utilization and greenhouse gas emissions are excessive and growing.

The project is expected to result in a number of outcomes that will improve multi-family building retrofitting practices and result in lower energy use and GHG emissions in the region:

- Better building retrofitting standards, codes and practices for use by industry professionals, contractors;
- Increased retrofit investments by owners of older, neglected buildings, based on predictable energy efficiency gains and attendant reduction in GHG emissions;
- Possible new government policy in guiding and incentivizing building owners to undertake certain improvements through education and/or investment; and
- Improved occupant air quality and reduction in related health issues due to insufficient ventilation of air that often accompanies obsolete or poorly designed building systems.

## Short Sea Shipping

A Metro Vancouver study explores the potential for expanding [short sea shipping](#) as a means to reduce truck traffic and congestion in our region, improve air quality, and relieve pressures on industrial land in the region.

Short sea shipping is a method of transporting cargo by ship over relatively short distances. A single barge can carry hundreds of containers, while a truck can only carry one or two. Barge transportation is estimated to be 3.7 times more fuel efficient than trucking, but under current conditions it is slower and more expensive.



Short sea shipping accounts for 26% of Port Metro Vancouver's total traffic in terms of weight and can be expanded through intensification of existing facilities. Beyond that, new river terminals would have to be built at strategic locations in close proximity to existing distribution centres, which would take significant investment and collaboration between various levels of government, Port Metro Vancouver, and industry partners.

[http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Short\\_Sea\\_Shipping\\_Facts\\_in\\_Focus.pdf](http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Short_Sea_Shipping_Facts_in_Focus.pdf)

## Climate Footprint of Our Travel Choices

Cars and trucks are a leading source of greenhouse gases (GHGs) in Metro Vancouver, accounting for 32% of carbon dioxide equivalent emissions in 2010.



Metro Vancouver has set a target to reduce GHG emissions from 2007 levels by 33 percent by 2020, and by 80 percent by 2050. Reducing the number of private vehicle trips is one of our best chances to reach these targets.

To reduce our GHG emissions, we need to develop compact, complete communities, and to reduce the share of trips by private vehicles through providing more sustainable and desirable transportation choices.

[Metro Vancouver 2040: Shaping our Future](#), the regional growth strategy, establishes the land use framework to improve how we move around the region and get more residents out of their cars. TransLink's complementary [Regional Transportation Strategy Strategic Framework](#) targets at least 50 percent of trips to be by transit, cycling or walking, and the [Mayors' Council Transportation and Transit Plan](#) establishes a vision for investing in regional transportation. These three plans all work together in a coordinated way to provide a robust regional strategy for reducing emissions.

<http://www.metrovancouver.org/services/regional-planning/metro-vancouver-2040/>

[http://www.translink.ca/~media/documents/plans\\_and\\_projects/regional\\_transportation\\_strategy/rts\\_strategic\\_framework\\_07\\_31\\_2013.ashx](http://www.translink.ca/~media/documents/plans_and_projects/regional_transportation_strategy/rts_strategic_framework_07_31_2013.ashx)

<http://mayorscouncil.ca/vote-yes/>

<http://metrovancoverblog.org/2015/04/24/chair-update-reducing-our-climate-footprint-in-how-we-get-around/>

## Housing and Transportation Cost Study

A recent Metro Vancouver study presents a new way of looking at affordability for working households. Instead of focusing just on housing costs, it combines housing costs with transportation costs to determine how affordability varies throughout the region, by type of tenure (owners with mortgages and renters), and by level of income.

The study shows that living in proximity to frequent transit can be more affordable, notwithstanding the higher cost of housing, because of lower transportation costs. People who live farther from transit have higher car-related expenses that negate some of the savings they might gain from lower housing costs.

<http://www.metrovancouver.org/services/regional-planning/PlanningPublications/HousingAndTransportCostBurdenReport2015.pdf>

## For More Metro Vancouver News and Updates

<http://www.metrovancouver.org/metroupdate/>



## Links & Connections

[Metro Vancouver](http://www.metrovancouver.org)

[www.metrovancouver.org](http://www.metrovancouver.org)

[Maria Harris, Electoral Area A Director](http://www.mariaharris.ca)

[www.mariaharris.ca](http://www.mariaharris.ca)

[@EADirector Twitter](https://twitter.com/EADirector)

[www.twitter.com/EADirector](https://twitter.com/EADirector)

[Mayors' Council on Regional Transportation](http://www.mayorscouncil.ca)

[www.mayorscouncil.ca](http://www.mayorscouncil.ca)

[Union of BC Municipalities](http://www.ubcm.ca)

[www.ubcm.ca](http://www.ubcm.ca)

[University Neighbourhoods Association](http://www.myuna.ca)

[www.myuna.ca](http://www.myuna.ca)

[University Endowment Lands](http://www.universityendowmentlands.gov.bc.ca)

[www.universityendowmentlands.gov.bc.ca](http://www.universityendowmentlands.gov.bc.ca)

[UEL Community Advisory Council](http://www.uelcommunity.com)

[www.uelcommunity.com](http://www.uelcommunity.com)

[Metro Vancouver Media Releases](http://www.metrovancouver.org/media-room)

[www.metrovancouver.org/media-room](http://www.metrovancouver.org/media-room)

[Metro Vancouver Videos](http://www.metrovancouver.org/media-room/video-gallery)

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