

Electoral Area A Director's Report – July 2014

TO: UNA Board of Directors
UEL Community Advisory Council
UEL Administration
UBC Campus and Community Planning
Alma Mater Society

FROM: Maria Harris
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Member, TransLink Mayors' Council on Regional Transportation

DATE: July 3, 2014

I am providing this report in place of an Electoral Area Update for July from Metro Vancouver.

Upcoming Meetings

The following are upcoming meetings of the Metro Vancouver Boards, the Metro Vancouver committees on which I serve, and the TransLink Mayors' Council on Regional Transportation:

Utilities Committee

Thursday, July 10

Metro Vancouver Boards

Friday, July 11

Transportation Committee

Wednesday, July 23

Intergovernmental and Administration Electoral Area Sub-Committee

Wednesday, July 23 (tentatively scheduled)

Metro Vancouver Boards

Friday, July 25

Mayors' Council on Regional Transportation

Tuesday, July 29 (closed meeting)

[Metro Vancouver Board and Committee Agendas & Minutes](http://www.metrovancouver.org/BOARDS/Pages/BoardsCommittees.aspx)

<http://www.metrovancouver.org/BOARDS/Pages/BoardsCommittees.aspx>

Amendment to Liquor Licence for Thunderbird Winter Sports Centre

UBC has applied to the BC Liquor Control and Licencing Branch for an amendment to the liquor licence for the Thunderbird Winter Sports Centre to allow liquor service during concerts (including

DJ events). As reported in the June Electoral Area Update, the Electoral Area Subcommittee decided at its June 4th meeting to recommend that the Metro Vancouver Board support the amendment to the liquor licence, provided that the amendment limits the area within which liquor can be consumed as described in the recommendation.

At its meeting on June 27th, the Metro Vancouver Board approved the recommendation. Accordingly, Metro Vancouver staff have advised the Liquor Control and Licencing Branch that Metro Vancouver supports the amendment with the proviso that the area for the consumption of liquor be restricted.

Vision for Regional Transportation Investments

On June 12, the Mayors' Council released its *Regional Transportation Investments: A Vision for Metro Vancouver*. The Vision identifies the investments in the regional transportation system which are proposed for TransLink in the 10 years after new revenue sources become available. Of particular relevance is the proposal for the tunnelled extension of the Millennium Line from VCC-Clark to Arbutus and frequent B-Line bus connections continuing from Arbutus to UBC. The Vision also provides information on cost, proposes how the investments will be paid for, and identifies some longer-term investments.

For information on the Vision, including a short video, see the Mayors' Council website: mayorscouncil.ca. The Vision, a brief Highlights document and other documents are available from the website's Information Centre page: mayorscouncil.ca/information-centre.

For commentary on the Vision's proposal for rapid transit in the Broadway corridor, see my blog post: mariaharris.ca/blog/2014/06/regional-transportation-vision-broadway/.

Minister's Initial Response to Vision

Todd Stone, the Minister of Transportation and Infrastructure, sent a letter on June 24 to the Mayors' Council commenting on the Vision for Regional Transportation Investments. While expressing appreciation for the hard work and efforts of the Mayors' Council, the Minister raised concerns with the funding assumptions contained in the Vision. He ruled out a redirection of carbon tax collected within the region but indicated a willingness to work with the Mayors' Council to examine the details of a regional carbon tax and also to undertake an assessment of the options for mobility pricing. The Minister once again encouraged the Mayors' Council to consider increased property tax as a source of funding.

With respect to the assumed level of funding from the federal government, the Minister indicated that this might not be attainable and suggested that the Mayors' Council may have to consider higher regional contributions or the phasing of projects over a longer time frame.

Among other matters addressed in the letter, the Mayors' Council was given until July 15 to notify the Minister of the intended date for a referendum on new revenue sources.

The Minister's letter is available here: www.newsroom.gov.bc.ca/2014/06/mayors-council-vision.html.

Mayors' Council Response to the Minister's Letter

The Mayors' Council responded to the Minister in a letter sent on June 27. (The letter is available from the Mayors' Council website Information Centre page.) The letter suggests that, if a referendum on funding proceeds, it be held in March 2015.

Regarding the criteria established by the provincial government for new revenue sources (affordable for families, not negatively impact the economy, be regional in nature, and not negatively impact provincial revenues), the letter questions how any new revenue source or increase in an existing source such as property tax could ever satisfy the criteria, and it asks the Minister to clarify whether three specific revenue sources—additional regional carbon tax, a vehicle levy, and additional sales tax—meet the criteria.

The letter expresses concern with the Minister's suggestion that the major capital projects be implemented over a longer time frame than 10 years. In the mayors' view, delay in implementation would have a significant negative impact on families, the economy, and provincial revenue from the lower mainland.

The mayors call on the province to work with them to press the case for more funds from the federal government than are available under current programs, by advocating for the importance of transit to the economy and the future of the region.

The Minister was asked to respond before the next meeting of the Mayors' Council on July 29.

Expanded Role for Mayors' Council in Governance of TransLink

The legislation giving the Mayors' Council a greater role in the governance of TransLink (Bill 22) was brought into force on June 25. The changes include the following:

- TransLink's 30-year long-term strategies are subject to the approval of the Mayors' Council.
- TransLink's planning and review process, which involved base and supplemental plans, is replaced by rolling 10-year investment plans that are subject to the approval of the Mayors' Council.
- The Mayors' Council has a voice in determining the remuneration of TransLink executives and directors.
- The position of Regional Transportation Commissioner is abolished and most of the Commissioner's responsibilities are assumed by the Mayors' Council (including approval of fare adjustments, oversight of customer satisfaction and complaint processes and oversight of the sale of major assets).

More Information

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