



## Director's Report

Hello UBC and UEL neighbours,

Happy 2020! Work has definitely ramped up after the winter break, and I am excited to be neck deep again, trying to understand and address the issues most pertinent to Electoral Area A and the region as a whole.

In this month's opening letter, I wanted to reflect on my experiences with public transportation on and off the UBC peninsula. Those who know me personally may know that I thrive on efficiency. Perhaps because of this inherent drive to maximize productivity (which is admittedly a bit of a mixed blessing), I historically haven't been a particularly frequent user of public transit.

That all changed recently, for several reasons. First, I was driven by the feeling that if I am to sit on the Mayors' Council for Regional Transportation and contribute to decisions about the future of our region's transportation networks, I need to have a better first-hand sense of how our public transportation system operates. So, off I set, taking buses and SkyTrain to destinations as far as Port Moody and Coquitlam, and replacing car trips within Vancouver and Burnaby. While I did have one occasion of a no-show bus, my experiences on the whole have been very positive, and my view of public transit has completely changed.

Second, I used to note on that Google Maps, transit trips would be estimated to take 20 to 50 percent longer than car trips, and that usually sealed the decision to drive. However, Google's algorithm excludes some interesting factors, like how time spent driving is more or less time wasted. I suppose you can listen to a podcast or music, but the focus needed to drive safely takes away some of the listening enjoyment. By contrast, I can use my time on the bus to catch up on emails, reread seemingly endless pages of meeting agendas (!), or relax with music or a podcast. So, it's not just the total number of minutes that's important, but the quality of those minutes. There is also generally more certainty around the length of time transit will take — except for those rare occasions when a bus doesn't show up! You don't have to worry about parking or getting stuck in traffic, thanks to new bus priority lanes and signals on many routes, such as the new R4 RapidBus.

Third, I can't help but bring this back to climate change. Did you know that taking the bus results in ten times fewer greenhouse gas (GHG) emissions than driving alone? On average, a single occupancy car emits 25kg of GHGs per 100km, while an occupied bus emits 2.6kg per 100km (and of course, walking or biking won't emit anything). Again, transit for the win for the climate! Speaking of fresher air, on days when I do drive and then sit in meetings all day, I find myself craving some outside time. For most of us, taking transit requires a short walk and wait for the bus, which can literally be a nice 'breath of fresh air.'





Finally, I believe in building a future where we are not dependent on individual vehicles and don't have to spend significant portions of our days stuck in traffic. I'm pleased to say that while biking or running are still my preferred modes of transportation, public transit has moved into a solid second place.

So, maybe I'll see you on the bus (if not in Pacific Spirit Park!)

Best wishes,

*Jen McCutcheon*

## Quarterly EAA Director Engagement Sessions

Thank you to all those who made it out in the rain to my quarterly engagement session in January. I was pleased with the turnout, and appreciated the questions, discussion, and suggestions from residents of by the UEL and UNA/UBC areas.

**The next Engagement session will be on Wednesday, April 15 from 6:00 – 8:00 p.m. on the topic of affordable housing and its links to transportation.**

I am working on arranging an expert panel to speak on ways to address the housing crisis in our region, as well as the importance of transit-oriented affordable housing.



*First UEL/UNA/UBC Engagement Session in January*

The subsequent session will be in June (date TBC) and will focus on the SkyTrain Extension to UBC. It'll feature a guest presentation from TransLink staff, who will provide us with the latest plans, next steps, and key decision points. Armed with this information, residents will have plenty of time to ask questions and voice their opinions. Please join me and share these opportunities with friends and neighbours.

## Where Does our Waste Go? Solid Waste Annual Report and Other Waste Facts

While I'm still quite shocked by the amount of waste our society produces, it's heartening to know that our region has one of most integrated and responsible waste management systems in North America, and I thought you may be interested in learning more about it.

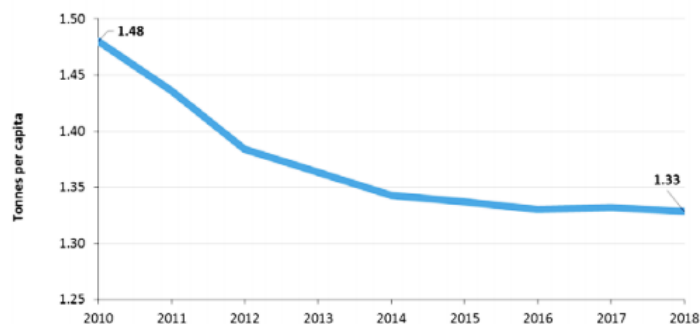


Metro Vancouver and its member jurisdictions work collaboratively to provide waste management services to the region, with Metro Vancouver coordinating the long-range planning and policy for recycling and disposal and operating five regional transfer stations and a Waste-to-Energy Facility.

Collection is handled by municipalities or private companies for the residential sector, and by private companies for the commercial sector. Residential and business customers also drop off waste and recyclables at the five regional transfer stations, or the two facilities managed by the City of Vancouver (the Vancouver South Transfer Station and Vancouver Landfill). Additionally, non-profit product stewardship organizations Recycle BC and Encorp Pacific manage recycling programs for items like residential paper, packaging and beverage containers, backed by financial support from the producers and manufacturers of those products. It's a complex system with many players and it allows our region to be leader in waste reduction and recycling.

Metro Vancouver tracks regional recycling and disposal data to measure progress towards our regional waste reduction goals and compiles that data in an annual summary. According to the most recent report, in 2018, Metro Vancouver continued to reduce the amount of waste sent for disposal, with about 64 per cent of all municipal waste diverted and recycled – resulting in a per capita disposal rate of 0.48 tonnes per capita per year.

PER CAPITA GENERATION RATE (5-YEAR ROLLING AVERAGE)  
All Sectors  
2010 to 2018



In 2018, the total amount of waste generated was approximately 3.6 million tonnes, or 1.36 tonnes per capita. Using a five-year rolling average, this represents a 10 percent reduction in per-capita waste reduction from 2010 levels. While Metro Vancouver has one of the highest diversion rates in North America, we will not be able to reach our ambitious goal of 80% diversion without new regulatory and policy tools – something I would definitely be in favour of. Key opportunities for diversion include increasing performance in the multi-family and commercial/institutional sectors and enhancing recovery of materials such as plastics, organics and construction and demolition waste.

In addition to our waste diversion activities, Metro Vancouver's Waste-to-Energy Facility in Burnaby is particularly interesting to me. The energy recovered from the waste is turned into steam which is used to create electricity, and the plant produces enough electricity to power 16,000 single family homes on an annual basis.





As I mentioned in my July 2019 Director's Update, all 1,500 tonnes of repatriated Canadian waste that was shipped from the Philippines in summer 2019 was securely disposed of at Metro Vancouver's Waste-to-Energy Facility, following selection of our facility by Environment and Climate Change Canada as the preferred choice for disposal.

Collectively, we all need to produce less waste, because the amount of garbage that we produce in Metro Vancouver is still slightly greater than our capacity to dispose of it at regional facilities. Approximately 58,700 tonnes of the 917,600 tonnes (about 6%) of total waste disposed in the region in 2018 were disposed of at two Metro Vancouver contract sites in the United States.

How much we consume, and how we dispose of our waste (recycling, composting or garbage) does make a difference to our region. The more I learn about waste, the more I see that the responsibility to manage our waste falls on all of us: producers, individual users, corporations, and government. The issue is complex, but I believe that we all have a role to play in the solution.

<http://www.metrovanancouver.org/services/solid-waste/SolidWastePublications/2019ISWRMPBiennialReport.pdf>

## Mayors' Council on Regional Transportation Updates

### Catch the New R4 RapidBus to UBC!

The R4, the new RapidBus, runs between the main bus loop at UBC and the Expo Line's Joyce-Collingwood Station via Wesbrook Mall and 41st Avenue, as well as a connection to the Canada Line's Oakridge-41st Avenue Station.

The two things I am enjoying most about this new route are its frequency of service (making it feel more like "rapid transit") with peak service frequency of 2 to 3 minutes and extended hours in the morning and evening, plus also the ability to get on or off at three different locations on campus: the UBC bus loop, Wesbrook Mall at Agronomy, and 16th at Wesbrook. The R4 is expected to be busiest of the new RapidBus routes – learn more about its route and schedule at the link below.

<https://new.translink.ca/schedules-and-maps/service-changes>

### Mayors' Council Endorses Inter-Municipal Business Licence for Ride-Hailing

In December, the Mayors' Council released the details of an agreement for an interim inter-municipal business licence (IMBL) bylaw for ride-hailing companies wishing to operate in the Metro Vancouver, Fraser Valley and Squamish-Lillooet regional districts.



*Members of the Mayors' Council met with Federal Infrastructure Minister Catherine McKenna*



The interim bylaw was developed by a working group led by staff from municipalities with support from TransLink and the provincial government and provides a single set of requirements for all participating municipalities, companies and drivers.

Under the IMBL, ride-hailing companies only need to obtain one licence instead of a separate licence for each municipality within Passenger Transportation Board Region 1.

“The development of the inter-municipal business licence has demonstrated how our region can work collaboratively together,” said Mayors’ Council Chair Jonathan Coté. “The framework that has been developed gives cities a say in managing our roadways while keeping the application process simple and reasonable. This industry has the potential to improve transportation options in our region, if we take steps to properly manage it.” The proposed interim framework would be in place until a permanent IMBL can be developed. Find out more about the new IMBL for ride-hailing at the link below.

[https://www.translink.ca/-/media/Documents/about\\_translink/governance\\_and\\_board/council\\_minutes\\_and\\_reports/2020/january/20200130\\_report\\_imbl\\_for\\_ride\\_hailing.pdf](https://www.translink.ca/-/media/Documents/about_translink/governance_and_board/council_minutes_and_reports/2020/january/20200130_report_imbl_for_ride_hailing.pdf)



### Mayors’ Council’s Federal Budget Submission

February 5, 2020 was a busy day for the Mayors’ Council! Before boarding a plane to Ottawa, the Mayors’ Council Vice Chair Jack Froese and Vancouver Mayor Kennedy Stewart met with community leaders and representatives of business, health, transportation, and environment groups at Broadway City Hall station to call on federal government to commit to the next phase of transit expansion in Metro Vancouver.



Mayors Kennedy and Froese with MPs Jagmeet Singh and Catherine McKenna

In Ottawa, Mayor Froese and Mayor Kennedy met with many of our federal representatives including the Honourable Catherine McKenna, Minister of Infrastructure and Communities, and NDP Leader Jagmeet Singh to discuss the growing demand for transit in Metro Vancouver, and the importance of completing the Mayors’ Council 10-Year Vision without delay.

Following up on this Ottawa visit, I and the rest of the Mayors’ Council met with Minister McKenna here in Vancouver to reiterate our requests, and better understand the context and constraints from both a federal and regional level (photo from this meeting on page 4).





Learn more on the Cure Congestion website and read our formal submission ahead of the 2020/2021 federal budget at the link below.

<https://www.curecongestion.ca/2020/02/04/mayors-and-community-leaders-call-on-federal-government-to-make-new-investments-in-metro-vancouver-transit/>

### **SkyTrain Announcements Now Include Which Side Doors Open On**

When riding SkyTrain's Expo and Millennium Lines, you might have noticed that the "next station" announcements are a little different— they now announcing whether doors will open to the left or right when the train arrives at the station.

It's all part of TransLink's efforts to make transit more accessible for everyone, and a little bit easier for customers with sight loss as well as those who are new to riding SkyTrain. These accessibility improvements were the result of advice and feedback from TransLink's Access Transit Users' Advisory Committee (UAC) and other stakeholders.

<https://www.translink.ca/Rider-Guide/Accessible-Transit/Access-Transit/Users-Advisory-Committee.aspx>

### **Electric Bikes Can Now Ride the Bus Too!**

As Metro Vancouver's transportation authority, TransLink is about more than just buses and SkyTrain! Among their responsibilities is providing cycling options and supporting the more than 107,000 bike trips that happen every day. Cycling with electric assistance is becoming more popular, so TransLink has updated their rules to allow electric bikes to be placed on their bus bike racks, provided that:

- the electric bike weighs less than 25kg (55 lbs);
- the wheels fit properly in bike rack;
- the bike includes a lithium battery; and
- the rider removes the battery and brings it aboard.



There are a few electric bikes that are still not allowed, such as the ones that look more like scooters, as those are too heavy and don't fit properly in the bike racks. Electric bikes are also welcome onboard SeaBus, SkyTrain and the West Coast Express.



## Open Burning Regulation Consultation

Metro Vancouver is seeking feedback on a proposed alternative approach for regulating emissions from open-air burning of vegetative debris, as part of initial consultation.

Several thousand open-air burning events of various sizes occur across the region each year. Smoke emissions from open-air burning of vegetative debris contain fine particulate matter, nitrogen oxides, volatile organic compounds, and other harmful compounds, some of which are associated with health and environmental issues and climate change.

Metro Vancouver currently authorizes emissions from open-air burning of vegetative debris through site-specific approvals. The region currently does not have an emission regulation for open-air burning, and is proposing a regulation that would provide a streamlined and more efficient way to authorize open-air burning of vegetative debris in cases where specified requirements are met.

The provincial Open Burning Smoke Control Regulation was amended in September 2019. As Metro Vancouver has the authority to regulate air emissions to address regional needs, a new emission regulation for the Metro Vancouver region cannot be less restrictive than what is required by the provincial regulation.

A two-phase consultation with the public, Indigenous communities, businesses, member jurisdictions, provincial government and other interested parties is intended to provide any person who may be affected by a potential emission regulation with sufficient opportunity to learn about the proposals and provide feedback. The feedback will be presented to the Metro Vancouver Board, which will make the final decision on the potential emission regulation.



<https://www2.gov.bc.ca/gov/content/environment/air-land-water/air/air-pollution/smoke-burning/regulations/openburningregulation>  
<http://www.metrovanancouver.org/services/air-quality/projects-initiatives/open-air-burning/>

## Alt'ka7tsem/Howe Sound Biosphere Region Nomination

Did you know that work is well underway for the beautiful Howe Sound biosphere to become recognized by United Nations Educational, Scientific and Cultural Organization (UNESCO)?

The Howe Sound Biosphere Region Initiative Society has been working hard to complete the nomination process for the Alt'ka7tsem/Howe Sound Biosphere Region, with the key objectives to advance biodiversity conservation, sustainable development, and reconciliation.





Biosphere regions are areas of terrestrial, coastal or marine ecosystems that are internationally recognized within the UNESCO's Man and the Biosphere Program. There are 701 biospheres worldwide, including 18 in Canada, and two in B.C., both on Vancouver Island.

After obtaining support from local governments, including Metro Vancouver, the nomination was submitted to the Canadian Commission for UNESCO in Ottawa in December 2019. Once the Commission confirms it meets UNESCO's statutory requirements for new biospheres, the nomination will be sent to UNESCO in Paris, which is expected to occur by September 2020.

For more information, visit [www.howesoundbri.org](http://www.howesoundbri.org)



*Howe Sound is the beautiful body of water between West Vancouver and the Sunshine Coast and north to Squamish*

## Non-Road Diesel Engine Regulatory Program

In an effort to decrease greenhouse gas emissions and improve air quality, Metro Vancouver is tightening the rules for non-road diesel engines, requiring owners of older forklifts, excavators and other engines to register their equipment by January 31, 2020.

Metro Vancouver requires all Tier 0 and Tier 1 non-road diesel engines, which have little-to-no emission controls, to be registered and labelled as part of its Non-Road Diesel Engine Emission Regulation Bylaw, introduced in 2012 to manage emissions and protect the region's overall air quality.



Non-road diesel engines are commonly used in construction, industrial and commercial activities or are stationary machines that are not used for transportation on public roads. Failure to comply with the regulation could result in fines of up to \$200,000. Tier 1 engines that have not been registered (including payment of fees), will not be able to operate after this date.

Metro Vancouver is leading the way in Canada with this regulation, and these prohibitions are the strictest we've implemented to date. Since 2012, more than 4,000 older engines have been registered in the region. In order to operate in Metro Vancouver, engine owners must pay fees based on the engine Tier rating and horsepower. The registration and labelling requirements of the bylaw do not currently apply to newer Tier 2, Tier 3 or Tier 4 engines.

Information on the program, or to register older non-road diesel engines, can be found on Metro Vancouver's website. <http://www.metrovanancouver.org/nonroaddiesel>





## Coffee Cup Recycling Pilot

Every year, millions of coffee cups are disposed of in the City of Vancouver and across the region. To help address this challenge, Return-It and Metro Vancouver are working alongside Tim Hortons and A&W Canada to pilot B.C.'s first initiative to recycle coffee cups in commercial and public buildings.

Currently, take-out cups of all types are collected and recycled through Recycle BC's residential recycling program, however, more than half of the hot and cold coffee cups that are disposed of as garbage in Vancouver come from industrial, commercial and institutional sources. This pilot will measure and identify a recycling solution that diverts this material from the landfill.



Launched on February 3, 2020, this six-month pilot program seeks to find a recycling solution for disposable coffee cups that are not included under the residential recycling program. The initiative includes evaluating a new collection network at commercial and public buildings in five downtown Vancouver locations, with customized bins designed to determine the most effective signage and configuration. The public is encouraged to be part of the solution by placing their used coffee cups in the bins provided. Materials – including coffee cups, lids and sleeves – collected during the pilot will be used to test and develop new recycling solutions.

Managed by Return-It, the pilot will evaluate recycling end markets for the items collected, test the marketability of different disposable coffee cup materials (such as laminated cups), encourage public participation, and determine the viability of a broader, permanent program. Recycling Alternative will support the operations of this pilot and The City of Vancouver is supporting the program by providing building access and maintenance staff. Once the pilot wraps up, results and learnings will be gathered to develop next steps.

The collection sites and public recycling bins will be located at the following downtown Vancouver locations:

- 701 Georgia Street
- 777 Hornby Street
- 300 and 350 West Georgia – Library Square
- 401 Burrard Street

Recycling coffee cups is a good step, but remember – bringing a reusable travel mug is always the best option.

<https://www.return-it.ca/about/coffeecuprecycling/>



## My Recent and Upcoming Meetings

### **Electoral Area A Committee**

Wednesday February 5, 2020

### **Local Government Leadership Academy**

Wednesday-Friday, February 5 - 7, 2020

### **Metro Vancouver Board Members' Networking Event with Federal MPs from the region**

Monday, February 10, 2020

### **Finance and Intergovernment Committee**

Wednesday, February 12, 2020

### **Mayors' Council Meeting with Minister of Infrastructure, Catherine McKenna**

Wednesday, February 12, 2020

### **Climate Action Committee**

Friday, February 14, 2020

### **CAC and UNA Board Meetings**

Tuesday February 18, 2020

### **Fraser Valley Regional Library Board Retreat**

Wednesday, February, 19, 2020

### **Council of Councils**

Saturday, February 22, 2020

### **TransLink Mayors' Council**

Thursday, February 27, 2020

### **Metro Vancouver Board**

Friday, February 28, 2020

### **Mayors Committee**

Friday, March 6, 2020

## Events

### **Metro 2050: Planning Now for Future Generations**

Metro Vancouver is updating *Metro Vancouver 2040: Shaping our Future*, the regional growth strategy. *Metro 2040* is the collective plan for managing growth in the region – including containing and focusing growth, and protecting important lands like greenspaces and employment lands. This update to the regional growth strategy, referred to as *Metro 2050*, will make it more effective and resilient to change. It will also do more to consider social equity and climate change in our communities, the impacts of growth policies, and how to better protect the places we care about. You can get involved in this planning process by attending one or more dialogues across the region. Register for upcoming events at the link below.

**February 12:** North Vancouver

**February 20:** Vancouver

**February 25:** Surrey

**February 27:** Coquitlam

<http://www.metrovanancouver.org/events/sustainability-dialogues>





## Media



*Metro Vancouver Close Up* shows how municipalities and community groups are promoting sustainability and shared regional goals. New videos are posted each month. To see sustainability stories about Metro Vancouver, you can search “Metro Vancouver Close Up” at [metrovanancouver.org](http://metrovanancouver.org) or follow [metrovanancouverblog.org](http://metrovanancouverblog.org).

## For More Metro Vancouver News and Updates

<http://www.metrovanancouver.org/metrouupdate/>



## Links & Connections

### Metro Vancouver

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

### Mayors' Council on Regional Transportation

[www.translink.ca/en/About-Us/Governance-and-Board/Mayors-Council.aspx](http://www.translink.ca/en/About-Us/Governance-and-Board/Mayors-Council.aspx)

### Jen McCutcheon's Website

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

### Jen McCutcheon's Twitter

[www.twitter.com/jcmcc2](https://www.twitter.com/jcmcc2)

### Jen McCutcheon's Facebook

[www.facebook.com/AreaAJen](https://www.facebook.com/AreaAJen)

### Union of B.C. Municipalities

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

### University Neighbourhoods Association

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

### University Endowment Lands Administration

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

### UEL Community Advisory Council

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

### Metro Vancouver Media Releases

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

### Metro Vancouver Videos

[www.metrovanancouver.org/media-room/video-gallery](http://www.metrovanancouver.org/media-room/video-gallery)

### @MetroVancouver Twitter

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