

For Metro Vancouver meetings on Thursday, July 24, 2025 and Friday, July 25, 2025

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact:

media@metrovanancouver.org.

July 24, 2025 Greater Vancouver Sewerage and Drainage District

E1 Alternative Approach to Deliver the Iona Island Wastewater Treatment Plant Upgrade Projects

REFERRED

Metro Vancouver is required to upgrade the Iona Island Wastewater Treatment Plant to meet federal and provincial regulatory requirements, which require a minimum of secondary level treatment.

In March 2022, the GVS&DD Board approved the Project Definition Report (PDR) for the Iona Island Wastewater Treatment Plant Upgrade Projects (Iona Projects) with an estimated cost of \$9.9 billion and a target of meeting secondary compliance by 2035. Within the PDR, the approach was to build an entirely new treatment plant and complementary environmental projects in a condensed timeline. That anticipated completion date would now be approximately 2040 due to market and population changes, negotiating federal funds, and review of alternate options to deliver the Iona Projects. In July 2024, the contract for preliminary design work was awarded to Fraser Delta Group. A key scope of work for the designer was to explore the phasing options of the Iona Projects components while prioritizing secondary treatment and assessing delivery strategies, cost sustainability, and associated risks.

The resulting recommended approach reflects updated project design information and assessment of market capacity. With the approach recommended in this report, the majority of secondary treatment would be delivered by 2039 with a cost estimate of \$6 billion. This would be done by rehabilitating the existing plant and reprioritizing other components not essential for secondary treatment. This approach changes the sequence of the components outlined in the PDR to deliver secondary treatment earlier. Other components would be delivered as future projects. This allows all components to be delivered over time, with the flexibility to adapt to changing environmental conditions, funding availability, population projections, regulatory requirements, and addresses concerns regarding annual costs for ratepayers in the short-term. However, delivery of all components outlined in the PDR will cost more over a longer time frame.

The proposed approach will allow Metro Vancouver to meet all regulatory requirements from the federal government and the majority of requirements set out in the provincial regulations by 2039. The provincial regulations have an additional requirement above what is required by the federal regulations related to the quantity of treated effluent. Metro Vancouver will be able to achieve a portion of this requirement with the recommended approach and the opportunity to request that the Province align provincial wastewater effluent regulations with federal wastewater effluent regulations.

A key risk of this approach is that the Province may not accept aligning with federal regulations and delays will be incurred with associated risks of regulatory non-compliance. Another risk in changing the sequence

of delivery and deferring primary plant upgrades post-secondary treatment is increased operability risk of the primary plant in a seismic event.

The alternative approach was discussed at the July 4, 2025 REAC meeting and again at a joint REAC/RAAC meeting held on July 18, 2025. There was fulsome discussion at both events. The joint advisory committees then put forward a motion to endorse the alternative approach for the Iona Island Wastewater Treatment Plant Projects. The motion passed unanimously.

The GVS&DD Board referred this report to the October 3, 2025 GVS&DD Board meeting to allow additional time for questions and consideration.

July 25, 2025 Metro Vancouver Regional District

E1.1 Burnaby Lake Regional Park – Engagement and Management Plan

RECEIVED

Metro Vancouver Regional Parks is initiating the engagement process for the development of a park management plan for Burnaby Lake Regional Park. In October 2024, Mayor and Council at the City of Burnaby (City) approved a new 25-year lease to Metro Vancouver for approximately 88 ha of lands that are part of the regional park and owned by the City. Metro Vancouver has committed to developing a new management plan for the entire park within five years of the lease being signed.

The park management plan will be developed in collaboration with the City and will guide decision making for resource management, park development, operations, and programming over the next 20 years. The process to develop this plan will start with engagement with First Nations, and expand to the public, and other interest holders.

The Board received this report for information.

E2.1 Regional Parking Study – Final Report

RECEIVED

At its January 9, 2025 meeting, the Regional Planning Committee received the Regional Parking Study preliminary region-wide research findings. Discussion highlighted the importance of local context in parking data analysis and the limitations and challenges faced by municipalities after provincial legislation removed minimum parking requirements as a tool for regulating parking supply in many locations.

This report presents the Regional Parking Study – Final Report conducted by Bunt Engineering, and highlights key findings for off-street apartment parking utilization, development economics, and housing

affordability. Municipal scale data is provided to support local analysis and policy development. Key findings of the Regional Parking Study include:

- Local context matters: parking utilization varies significantly across the region; Average parking occupancy across the region ranges from 57% to 75%.
- Distance to transit is a predictor of parking supply and occupancy. Near SkyTrain there is an average of 1.09 parking stalls per unit with an average occupancy rate of 64%; in areas without frequent transit there is an average of 1.47 stalls per unit with an average occupancy rate of 68%.
- Parking supply and occupancy are influenced by housing tenure. In strata buildings, an average of 1.3 stalls per unit are provided with an average occupancy of 65%; in market rental buildings, an average of 0.77 stalls per unit are provided with an average occupancy of 67%.
- Visitor parking is under-utilized across all geographic contexts and tenures.
- Parking supply remains market driven; developers provide parking based on demand. Buildings that have very low or no parking are feasible only in high-amenity, transit-oriented areas.
- For non-market housing, providing less parking can result in savings that may be realized in the form of lower rents and/or more capital available for new affordable housing projects.

The Board received this report for information and directed staff to forward a copy to member jurisdictions with an offer to present to Council.

E2.2 Historic Regional Demographic Patterns

RECEIVED

Metro Vancouver's long-range population, housing and employment projections continue to evolve due to shifting immigration patterns and demographic trends. This report highlights the historic data and regional demographic trends that influence model assumptions. Regional Planning staff now update projections annually to ensure that they reflect the most up to date conditions. The 2025 Projections Update will incorporate new federal immigration targets (2025-2027) and updated Statistics Canada estimates, and will be presented to the MVRD Board in Fall 2025. The following findings, based on recent data and trends, will serve as the foundation for the upcoming update:

- **Population Growth:** Immigration remains the primary driver of growth, with most newcomers settling in Vancouver and Surrey. However, outmigration to other parts of the province has increased significantly, reducing net regional growth by 34% (2016-2021). Migration within Metro Vancouver continues to shift eastward and beyond the region.
- **Housing Trends:** Apartment inventory has grown by 41% since 2011, now comprising 43% of total regional housing.
- **Employment Shifts:** Metro Vancouver's employment grew 34% from 2001 to 2021, reaching 1.35 million jobs, though growth has slowed since 2006.

The Board received this report for information and directed staff to forward a copy to member jurisdictions with an offer to present to Council.

E3.1 Update on Approach to Reduce Health-Harming Air Contaminants from Small Gas-Powered Equipment REFERRED

Small gas-powered equipment used in landscaping and light industrial applications generates about half the amount of health-harming air contaminants as all light-duty vehicles regionally. Several member jurisdictions have asked Metro Vancouver to explore reducing emissions from this source, and the Board directed staff to explore options.

Engagement with member jurisdictions, businesses, equipment users, and residents occurred in 2024 and 2025. Public sentiment was generally neutral or favored a shift to emission-free options, especially at the end-of-life of existing equipment. In general, there was strong support for education, incentives, and charging solutions with or without a regulation to address concerns about affordability, equipment performance, battery charging, and unfamiliar technology.

Equipment users identified regulation and demand from clients as motivation for transitioning to emission-free equipment as long as timelines to change equipment are reasonable. Some types of equipment are more ready for the transition than others.

Based on engagement feedback, staff will develop an emission regulation proposal coupled with important supportive measures, seek input on the proposal from equipment users starting in Fall 2025, and then bring a resulting proposed regulation and supportive measures to the Board for consideration.

The Board referred this report to staff.

E3.2 BC Utilities Commission Proceeding on Renewable Natural Gas Definition and Accounting APPROVED

Consistent with the MVRD Board's prior direction, staff are seeking the Board's approval to participate as an intervener in a BCUC-initiated proceeding to review accounting of renewable natural gas (RNG), in coordination with member jurisdictions. The proceeding will examine how RNG is defined and how associated greenhouse gas (GHG) emissions reductions are verified for RNG sourced from outside of BC. This issue is directly relevant to local governments in Metro Vancouver, both as policy makers and as RNG producers, and to the integrity of GHG reductions under *CleanBC* and local government policies. Staff would advocate for transparent, verifiable accounting aligned with regional and provincial policies and accepted GHG protocols.

The Board directed staff to participate as an intervener in the BC Utilities Commission proceeding, analyze and provide input to the proceedings to align with Board-approved policies and targets, and to report back to the Air Quality and Climate Committee and MVRD Board on the outcomes of the proceeding.

E3.3 Air Pollutant Emissions Inventory and Trends in the Lower Fraser Valley

RECEIVED

Metro Vancouver prepares emissions inventories for both Metro Vancouver and the broader Lower Fraser Valley to provide insights into emissions trends for greenhouse gases and air pollutants that directly affect human health. Reducing air pollutant emissions helps improve residents' health now and into the future - a Health Canada study reported that today's cleaner air saves the lives of approximately 580 Metro Vancouver residents each year, compared to air quality in 2001. The emissions inventory shows that from 2000 to 2020:

- emissions of most air pollutants are trending down;
- ozone precursor emissions (nitrogen oxides and volatile organic compounds) and sulphur oxides were significantly reduced;
- regional actions are helping to reduce fine particulate matter emissions; and
- continued efforts are needed to reduce greenhouse gas emissions

Air quality improvements are due to actions by all levels of government, including regulatory and non-regulatory actions implemented by Metro Vancouver. Continued action is needed to further reduce air pollutants, many of which have no "safe" levels.

At its July 4, 2025 meeting, the Air Quality and Climate Committee considered the report titled "Air Pollutant Emissions Inventory and Trends in the Lower Fraser Valley", dated June 5, 2025. Arising from discussion, Committee members requested additional information be added to the report regarding sources of data and methodology.

The Board received this report for information.

E3.4 Trends in Emissions from Transportation (Personal Mobility)

RECEIVED

In response to requests from Air Quality and Climate Committee members for more accessible and concise information about air quality and climate change, the attachment to this report summarizes current trends in the transportation (personal mobility) sector in the Metro Vancouver region to support discussions regarding regional policies and initiatives. Personal mobility remains the largest source of greenhouse gas (GHG) emissions and a significant source of other air pollutants that directly harm health. Between 2000 and 2019, regional GHG emissions from cars, SUVs, and small trucks and vans rose steadily, although per capita emissions decreased. Emissions decreased with COVID and then rebounded, though projections indicate a decrease in the years ahead. Specific trends include a shift towards more walking and cycling, more remote working, less travel in vehicles, and steadily increasing electric vehicle (EV) sales. Additionally, economic activity and jobs from the clean transportation industry are growing in BC and the Metro Vancouver region.

The Board received this report for information and directed staff to forward a copy to member jurisdictions with an offer to present to Council.

E3.5 Trends in Emissions from Buildings

RECEIVED

In response to requests from Air Quality and Climate Committee members for more accessible and concise information about air quality and climate change, the attachment to this report summarizes current trends in the buildings sector in the Metro Vancouver region to support discussions regarding regional policies and initiatives.

Buildings remain the second-largest source of regional greenhouse gas (GHG) emissions and a significant source of other air pollutants that directly harm human health. Upgrading existing buildings can improve energy efficiency and provide thermal safety for residents in response to more frequent extreme heat events. Between 2010 and 2022, GHG emissions increased from residential buildings by 11.5%, and by 20.7% from commercial and industrial buildings, primarily due to more than 42,000 new gas connections in this period. More local governments are adopting stronger standards for energy efficiency and GHG reduction in new construction but standards for upgrading existing buildings are lacking.

The Board received this report for information and directed staff to forward a copy to member jurisdictions with an offer to present to Council.

E3.6 2025 Update on Regional District Sustainability Innovation Fund Projects – Air Quality and Climate Action

RECEIVED

This report provides an update on 17 Air Quality and Climate Action projects that were approved for funding between 2019 and 2024 under the Regional District Sustainability Innovation Fund and are currently in-progress or have been completed or discontinued since the last update to the designated Standing Committee.

Projects funded by the Sustainability Innovation Fund support regional sustainability, protect the environment, advance resilience, and continuously improve service delivery by allowing Metro Vancouver to explore and implement innovative approaches, and respond to emerging issues and evolving best practices. Of the 17 projects described in this report, five have been recently completed, one has been discontinued, and 11 are in progress, with six nearing completion. Recently completed projects include: an interactive, online toolkit to support climate literacy; a best practices guide with alternatives to open burning for managing agricultural waste; a database of building characteristics to support GHG emissions reductions; and an evaluation of new “hyperlocal” technologies for air quality monitoring.

The Board received this report for information.

E3.7 Energy Capacity and Connections Management for the Metro Vancouver Region APPROVED

At its July 4, 2025 meeting, the Air Quality and Climate Committee received the Invited Presentation titled “Invited Presentation re BC’s Electricity Grid Is Ready For 2030 And A Rapidly Electrifying Economy”. The Committee subsequently passed a resolution, asking the MVRD Board to request that the Board Chair invite the Minister of Energy and Climate Change Solutions to an upcoming Board meeting to provide an update on provincial energy planning; and invite the Chief Executive Officers from BC Hydro and Fortis BC to an upcoming Board meeting to provide information on how their organizations are managing energy capacity and connections in the Metro Vancouver region.

The Board requested the Board Chair to invite the Minister of Energy and Climate Change to an upcoming Board meeting, and to invite the Chief Executive Officers from BC Hydro and Fortis BC to an upcoming Board meeting.

E4.1 Update on Sharing Resources and Services among Small Communities APPROVED

At the February 20, 2025 Electoral Area and Small Communities Committee meeting, members discussed and passed a recommendation, which was supported by the MVRD Board, regarding gauging interest in the development of a business case to formalize sharing resources and services between Metro Vancouver and small communities (Village of Anmore, Village of Belcarra, Village of Lions Bay, Bowen Island Municipality, Tsawwassen First Nation, and Electoral Area A).

Since then, staff have reached out to representatives from the small communities to gauge their interest and to understand each community’s area(s) of interest. Emergency management was the only area where all responding communities expressed interest in further evaluation, and therefore staff recommend the Board direct staff to focus on this topic. Staff will continue to engage with small communities on other topics raised and will provide information on collaboration where possible.

The Board directed staff to further explore how small communities can collaborate to share resources for emergency management services.

E5.1 TransLink's Metro Vancouver Regional Fund 2024 Annual Report

RECEIVED

TransLink has submitted its 2024 Annual Report containing budget and schedule information on active projects funded through the federal Canada Community-Building Fund (CCBF) via the Metro Vancouver Regional Fund (MVRF) as of December 31, 2024. This is the first Annual Report under the revised MVRF program, which was renewed by the MVRD Board on July 26, 2024. The MVRF is the region's mechanism to direct municipal infrastructure funds, sourced from the CCBF, toward regional transportation investments. In 2024, Metro Vancouver member jurisdictions renewed their agreement to pool 95 percent of their allocated CCBF funds for TransLink's use. The MVRF program is jointly administered by Metro Vancouver and the Union of British Columbia Municipalities. Metro Vancouver provides oversight and project approvals, while UBCM holds the CCBF funds in trust and releases them to TransLink upon receiving Metro Vancouver's notification of project approvals.

Of the 20 active TransLink projects funded by the MVRF, ten were substantially completed by the end of 2024, one was completed on/ahead of schedule, and nine experienced delays due to supply chain issues, re-assessing ridership capacity following the pandemic, or complexities in project design or requirements. The majority of projects are forecasted to be completed under budget. Any unspent MVRF funds at project completion are returned to the MVRF so that they may be used to support future projects.

TransLink did not apply for MVRF funding in 2024, as delays in two Transit Centre projects (Marpole and Port Coquitlam) delayed the procurement of the associated battery-electric buses. At the end of 2024, there remained \$420 million in MVRF funds available for the funding of future projects. As a result of regular CCBF distributions and interest earned, the fund balance grew to \$509.8 in the second quarter of 2025 before being drawn to \$30.8 million following the MVRD Board's approval of a \$479 million application package on June 27, 2025.

The Board received this report for information.

E5.2 Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units - Financial Analysis and Mitigating Measures

APPROVED

In February 2025, the Finance Committee and MVRD Board considered a proposal to expand the Metro Vancouver DCC waiver framework to include waiving DCCs for affordable housing units that are delivered by the private sector and turned over to a non-profit operator (i.e. inclusionary units). Subject to the approval of the expansion of the DCC waiver program, the total incremental financial impact is estimated at \$5.4 million to \$7.0 million per year, and will be considered as part of the 5- year financial plan annual planning process in the fall.

There are a number of mitigating measures that can be explored regarding the treatment of Development Cost Charge (DCC) waivers for affordable housing as part of the next scheduled update to the regional DCC bylaws in 2027, to ensure there is no long-term impact on funding for infrastructure. In response to questions raised through the Committee review process, this report provides additional information and financial analysis, including:

- Current approach to funding DCC waivers;

- Value of student housing DCC reductions and proposed waivers;
- Value of regional DCC waivers granted by municipality;
- Implications for provincial and federal funding, including the Canada Housing Infrastructure Fund (CHIF); and
- Proposed DCC waiver annual review process.

Should the Finance Committee and GVS&DD / GVWD / MVRD Boards direct staff to extend DCC waivers to include inclusionary housing units, and make additional amendments to the DCC waiver framework as presented in the report dated February 5, 2025, titled “Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units”, amended Bylaws will be brought forward to the respective Boards for adoption.

The Board directed staff to bring forward amending Development Cost Charge Waiver Bylaws.

E6.1 2025 Governance Committee Meeting Schedule and Work Plan

APPROVED

The Terms of Reference for the Governance Committee set out the committee responsibilities in assisting the Board in ensuring the effective governance of the organization by overseeing the development, implementation, and continuous improvement of governance policies and practices, and ensuring the governance framework is compliant and aligned with Metro Vancouver’s strategic objectives. The Committee also provides guidance and oversight on the implementation of its annual work plan. Pursuant to the Terms of Reference, the meeting schedule proposes four Committee meetings for the remainder of 2025 inclusive of today’s inaugural meeting. Work plan priorities for 2025 and intended for 2026 are:

- **Governance Framework:** prioritize and make recommendations to the Board on issues identified in the recently completed independent Board Governance Review, develop and make recommendations to the Board on Metro Vancouver’s governance framework including Board policy completeness and clear roles and responsibilities, and consider means to improve the flow of information to support decision making;
- **Board Effectiveness:** develop a Board calendar, develop a Board self-evaluation tool, review Code of Conduct with the Board, review fiduciary responsibility with the Board, and support the Board with an updated onboarding and education program;
- **Standing Committees:** review Standing Committee Terms of Reference for clarity of roles and responsibilities, and make recommendations to the Chair on the number and composition of standing committees; and
- **Remuneration:** Consider recommendations from the independent Board Governance report referred to the Committee.

At its July 16, 2025 meeting, the Governance Committee considered the report titled “2025 Governance Committee Meeting Schedule and Work Plan”, dated July 4, 2025. The Committee subsequently passed a resolution to request that the MVRD Board receive for information the Governance Committee Terms of Reference, the 2025 Annual Meeting Schedule, and endorse the 2025 Work Plan.

The Board received this report for information and endorsed the Governance Committee’s 2025 Work Plan.

**G1.1 MVRD Consumption of Liquor in Regional Parks Administrative Update
Amendment Bylaw No. 1427, 2025**

APPROVED

This report brings forth administrative changes to *Metro Vancouver Regional District Consumption of Liquor in Regional Parks Bylaw No. 1385, 2024* to update obsolete references to the repealed and replaced *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012*. The amendments include corrections to bylaw numbering, references to the Park Director definition, and will ensure the bylaw is correctly cross-referenced for the public's use.

The Board gave three readings to and adopted *MVRD Consumption of Liquor in Regional Parks Administrative Update Amendment Bylaw No. 1427, 2025*.

**G2.1 MFA Fall 2025 Borrowing for the Township of Langley – MVRD Security Issuing
Bylaw No. 1423, 2025**

APPROVED

As set out in the *Community Charter*, the Metro Vancouver Regional District (MVRD) must adopt a security issuing bylaw to enable the Township of Langley (the "Township") to proceed with their long-term borrowing request of \$19,758,600 from the Municipal Finance Authority (the "MFA"). This borrowing will finance the *Smith Neighbourhood Storm Works* capital project which will support development in the area of 72 Avenue to 76 Avenue and 208 Street to 210 Street.

The Township's total estimated annual debt servicing costs for existing and new proposed debt combined is approximately \$56.4 million, the debt servicing costs will be about 17.75% of current revenues and is within the legislative debt servicing limit. The Township has met the regulatory requirements and has legislative authority to undertake the planned borrowing. The proposed *Metro Vancouver Regional District Security Issuing Bylaw No. 1423, 2025* will authorize Township's borrowing request.

The Board gave consent to the request for financing from the Township of Langley and gave three readings to and adopted *MVRD Security Issuing Bylaw No. 1423, 2025*.

**G2.2 MFA Fall 2025 Borrowing for the Greater Vancouver Water District (MVRD
Security Issuing Bylaw No. 1421, 2025)**

APPROVED

For the upcoming Fall Municipal Finance Authority (the "MFA") debt offering, MVRD is planning to borrow \$120 million on behalf of GVWD. To execute the borrowing on behalf of GVWD, MVRD is required to adopt a security issuing bylaw, as a drawdown against *GVWD Borrowing Bylaw, 261, 2023*. The borrowing will finance the various projects within the five-year capital plan.

The total estimated debt servicing costs for the new proposed debt is approximately \$10.3 million. When combined with existing debt, MVRD's total debt servicing costs will be approximately \$285.4 million, the debt service ratio will be about half of the debt service level of 40%.

The GVWD has met the regulatory requirements and has legislative authority to undertake the planned borrowing. The proposed *Metro Vancouver Regional District Security Issuing Bylaw No. 1421, 2025* will authorize GVWD's borrowing request.

The Board gave consent to the request for financing from the Greater Vancouver Water District and gave three readings to and adopted *MVRD Security Issuing Bylaw No. 1421, 2025*.

G3.1 Proposed Metro 2050 Amendments: Next Steps in Response to City of Surrey, Township of Langley and City of Delta Mayors **APPROVED**

The mayors of the City of Surrey, Langley Township, and City of Delta have submitted a joint letter to the Chair of the MVRD Board requesting changes to *Metro 2050's* Urban Containment Boundary (UCB) amendment process. The letter proposes three key changes: allowing targeted expansion of the UCB without regional involvement, reclassifying UCB amendments from Type 2 to Type 3 to enable simple majority approval, and introducing a minor realignment mechanism for site-specific adjustments. The South of the Fraser sub-region is an important and growing part of Metro Vancouver, experiencing significant growth pressures, and is an essential partner in the successful implementation of *Metro 2050*. The Board Chair has directed Metro Vancouver staff to prepare this report to the Board providing options regarding the requests in the letter. This report outlines the purpose and function of the UCB, summarizes the amendment process under *Metro 2050*, and provides context on past amendment activity. In response to the mayors' letter, the report presents three potential courses of action for Board consideration:

1. acknowledge the letter and direct staff to work collaboratively with the respective jurisdictions to explore interests and alternatives within the existing policy framework;
2. refer the request back to the municipalities to initiate a formal Metro 2050 amendment application; or
3. direct staff to engage with member jurisdictions as a precursor to the Board initiating a Type 1 amendment to Metro 2050 to revise the amendment classification framework.

Given the political nature of the request and its implications for the governance of *Metro 2050*, staff are not making a recommendation, and respectfully request that the MVRD Board carefully consider the alternatives outlined in this report.

The Board directed staff to undertake engagement with member jurisdictions as a precursor to bringing forward Type 1 *Metro 2050* amendments reflecting the City of Surrey, Township of Langley, and City of Delta mayors' requests as three separate amendments.

I 1 Committee Information Items and Delegation Summaries

The Board received delegation summaries from standing committees.

Regional Parks Committee – July 2, 2025

Delegations:

No delegations presented

Information Items:

E1 DRAFT Five Year capital Plan (2026 – 2030) Regional Parks

Regional Planning Committee – July 3, 2025

Delegations:

No delegations presented

Information Items:

E3 Best Practice Review & Proposed Updates for Development Cost Charges Categories

E4 Scope of Work – Regional Industrial Lands Inventory

Finance Committee – July 10, 2025

Delegation Summaries:

C1 Russil Wvong

Subject: Replacing Revenue from Development Charges

Executive Summary provided

Governance Committee – July 16, 2025

Delegations:

No delegations presented

Information Items:

E1 Governance Committee Priorities

E3 Conveying Recommendations to the Province Stemming from the Independent Board Governance Review

July 25, 2025 Metro Vancouver Housing Corporation

I 1 Committee Information Items and Delegation Summaries

The Board received delegation summaries from standing committees.

Housing Committee – July 2, 2025

Delegations:

No delegations presented

Information Items:

E1 DRAFT Five Year Capital Plan (2026-2030) Metro Vancouver Housing Corporation

July 25, 2025 Greater Vancouver Water District

E1.1 Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units - Financial Analysis and Mitigating Measures

APPROVED

In February 2025, the Finance Committee and MVRD Board considered a proposal to expand the Metro Vancouver DCC waiver framework to include waiving DCCs for affordable housing units that are delivered by the private sector and turned over to a non-profit operator (i.e. inclusionary units). Subject to the approval of the expansion of the DCC waiver program, the total incremental financial impact is estimated at \$5.4 million to \$7.0 million per year, and will be considered as part of the 5- year financial plan annual planning process in the fall.

There are a number of mitigating measures that can be explored regarding the treatment of Development Cost Charge (DCC) waivers for affordable housing as part of the next scheduled update to the regional DCC bylaws in 2027, to ensure there is no long-term impact on funding for infrastructure. In response to questions raised through the Committee review process, this report provides additional information and financial analysis, including:

- Current approach to funding DCC waivers;
- Value of student housing DCC reductions and proposed waivers;
- Value of regional DCC waivers granted by municipality;
- Implications for provincial and federal funding, including the Canada Housing Infrastructure Fund (CHIF); and
- Proposed DCC waiver annual review process.

Should the Finance Committee and GVS&DD / GVWD / MVRD Boards direct staff to extend DCC waivers to include inclusionary housing units, and make additional amendments to the DCC waiver framework as presented in the report dated February 5, 2025, titled “Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units” , amended Bylaws will be brought forward to the respective Boards for adoption.

The Board directed staff to bring forward amending Development Cost Charge Waiver Bylaws.

G1.1 Greater Vancouver Water District Development Cost Charge Reserve Fund Expenditure Bylaw No. 266, 2025

APPROVED

As part of the regular financial planning cycle, each year an updated Development Cost Charge Expenditure Bylaw is provided to the Finance Committee to be approved by the GVWD Board, as the utilization of Development Cost Charges (DCCs) are required to be approved by the GVWD Board by bylaw. The attached proposed DCC Reserve Fund Expenditure Bylaw No. 266, 2025 provides authority for 2024 annual funding applied for growth capital debt servicing amounts and growth capital project expenditures. In total, \$1.2 million of DCCs were applied for growth capital debt servicing in 2024, which is in line with the budgeted amount of \$1.8 million.

Water DCCs were initially adopted in 2023, with instream protection ending in the Spring of 2024. Total DCCs collected in 2024 were in the amount of \$57.5 million, up from \$0.9 million in 2023. Total DCCs held in the deferred revenue reserve balances as at December 31, 2024 were \$56.4 million. The DCC rates are reviewed regularly as part of the budget process to ensure that Metro Vancouver stays current and maximizes this revenue stream to reduce rate impacts of the Water District growth capital program.

The Board gave three readings to and adopted *GVWD Development Cost Charge Reserve Fund Expenditure No. 266, 2025*.

I 1 Committee Information Items and Delegation Summaries

The Board received delegation summaries from standing committees.

Water Committee – July 9, 2025

Delegations:

No delegations presented

Information Items:

E1 DRAFT Five Year Capital Plan (2026 – 2030) Greater Vancouver Water District

July 25, 2025 Greater Vancouver Sewerage and Drainage District

E1.1 Solid Waste Management Plan Goals and Hierarchy

APPROVED

Metro Vancouver is developing an updated solid waste management plan, building on the strengths of the current plan and identifying opportunities for accelerating waste reduction and recycling, reducing greenhouse gas emissions, and promoting a circular economy. Considering research and engagement feedback from prior phases of the plan update process, draft goals and a draft waste hierarchy for the updated plan were developed for consideration. The updated goals and hierarchy build on the goals and hierarchy of the existing solid waste management plan, and reflect a focus on waste prevention and transitioning to a circular economy. Unlike in the current solid waste management plan, both waste-to-energy and landfill are considered disposal in the updated hierarchy. Recovery from the waste stream includes both material recovery and creating alternatives to fossil fuels.

The updated goals and hierarchy outline the long-term aims of the plan and provide an organizing structure for actions and strategies. Both member jurisdiction staff and external advisory committees have been engaged in the development of the draft goals and hierarchy.

The Board approved the goals and hierarchy for an updated regional solid waste management plan.

E1.2 Solid Waste Management Plan Update – Idea Generation Engagement Summary RECEIVED

Metro Vancouver is a North American leader in waste reduction and recycling, having achieved a 65% recycling rate – roughly twice the Canadian average. Metro Vancouver is updating its solid waste management plan, building on the strengths of the current plan and identifying opportunities to further advance waste reduction and recycling, reduce greenhouse gas emissions, and promote a circular economy. The plan update is supported by a robust and inclusive engagement process.

In 2024, Metro Vancouver completed the idea generation phase of engagement, contributing to the development of potential strategies and actions, as well as draft goals and a draft waste hierarchy. An engagement summary report (Reference 1) describes key potential strategies and actions identified through engagement such as improving consistency and compliance in multi-family buildings; expanding infrastructure for repair and reuse; increasing accessible and multilingual communications; and using financial and regulatory mechanisms to encourage waste reduction and recycling.

The ideas gathered through engagement are being compiled and considered using a set of criteria, resulting in a draft set of strategies and actions for further refinement through the next phase of engagement: options analysis.

The Board received this report for information.

E1.3 Award of RFP 24-509 for North Shore, United Boulevard, and North Surrey APPROVED

Recycling and Waste Centres Operating and Maintenance Services Agreement

Halton Recycling Ltd. dba. Emterra Environmental (Emterra) proposal ranked highest overall, provided the lowest cost, had the highest technical score, and demonstrated the best overall value for Metro Vancouver.

The operations and maintenance services contract for the North Shore, United Boulevard and North Surrey recycling and waste centres expires on December 31, 2025. RFP 24-509 was issued on December 16, 2024, to five prequalified respondents of RFQ 24-075 and the procurement was executed in accordance with the terms and conditions of Metro Vancouver's Procurement Policy. The RFP 24-509 evaluation team have considered the three proposals received, and on that basis recommend that the GVS&DD award RFP 24-509 to Emterra.

The total contract cost of \$281,007,000 over the 7-year contract period includes allowances for Metro Vancouver's share of pass-thru charges from third party recycling facilities, maintenance work, annual inflation adjustments, and waste flow fluctuations over the 7-year contract term, and can be accommodated within the Financial Plan.

The Board approved the award of a contract for Operating and Maintenance Services for the North Shore, United Boulevard, and North Surrey Recycling and Waste Centres in the amount of up to \$281,007,000 (excluding taxes) to Halton Recycling Ltd. dba. Emterra Environmental, subject to final review by the Commissioner.

E1.4 Award of RFP No. 24-510 for Maple Ridge and Langley Recycling and Waste

APPROVED

Centres Operating and Maintenance Services Agreement

GFL Environmental Inc.'s (GFL) proposal had a high technical score and demonstrated good value for Metro Vancouver.

The operations and maintenance services for the Maple Ridge and Langley recycling and waste centres are currently contracted to GFL, with the existing contract expiring on December 31, 2025. The GVS&DD initiated a procurement in 2024 for a new contract commencing on January 1, 2026.

RFP 24-510 was issued on March 28, 2025, to five prequalified respondents of RFQ 24-075 for Operation and Maintenance of Recycling and Waste Centres and the procurement was executed in accordance with the terms and conditions of Metro Vancouver's Procurement Policy. The RFP 24-510 evaluation team have considered the GFL proposal, and on that basis recommend that the GVS&DD award RFP 24-510 to GFL.

The total contract cost of \$38,778,000 includes allowances for Metro Vancouver's share of pass-thru charges from third party recycling facilities, maintenance work, annual inflation adjustments, and waste flow fluctuations over the 7-year contract term, and can be accommodated within the Financial Plan.

The Board approved the award of a contract for Operating and Maintenance Services for the Maple Ridge and Langley Recycling and Waste Centres in the amount of up to \$38,778,000 (excluding taxes) to GFL Environmental Inc., subject to final review by the Commissioner.

E2.2 Award of RFP 24-145 Construction Services for the Westridge Sewer Upgrade

APPROVED

NorLand Limited's (NorLand) proposal ranked highest overall, providing the highest technical score, and demonstrated best value overall for Metro Vancouver. NorLand has a successful track record of completing projects for Liquid Waste Services Engineering, Design and Construction.

The work to be provided under RFP 24-145 includes the replacement of deteriorated forcemain pipes, installation of new electrical equipment and other upgrades to the Westridge Pump Station No. 2. The replacement work covers the area of the recent urgent sewer repair due to a forcemain leak at Hastings Street and Cliff Avenue.

RFP 24-145 was issued on February 3, 2025 to the prequalified proponents of RFQ No. 23-017 and the procurement was executed in accordance with the terms and conditions of Metro Vancouver's Procurement Policy. RFP 24-145 evaluation team have considered the three proposals received, and on that basis recommend that the GVS&DD Board award Westridge Sewer Upgrade to NorLand.

The Board approved the award of a contract for Construction Services for the Westridge Sewer Upgrade in the amount of up to \$17,488,656 (excluding taxes) to NorLand Limited, subject to final review by the Commissioner.

E3.1 Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units - Financial Analysis and Mitigating Measures

APPROVED

In February 2025, the Finance Committee and MVRD Board considered a proposal to expand the Metro Vancouver DCC waiver framework to include waiving DCCs for affordable housing units that are delivered by the private sector and turned over to a non-profit operator (i.e. inclusionary units). Subject to the approval of the expansion of the DCC waiver program, the total incremental financial impact is estimated at \$5.4 million to \$7.0 million per year, and will be considered as part of the 5- year financial plan annual planning process in the fall.

There are a number of mitigating measures that can be explored regarding the treatment of Development Cost Charge (DCC) waivers for affordable housing as part of the next scheduled update to the regional DCC bylaws in 2027, to ensure there is no long-term impact on funding for infrastructure. In response to questions raised through the Committee review process, this report provides additional information and financial analysis, including:

- Current approach to funding DCC waivers;
- Value of student housing DCC reductions and proposed waivers;
- Value of regional DCC waivers granted by municipality;
- Implications for provincial and federal funding, including the Canada Housing Infrastructure Fund (CHIF); and
- Proposed DCC waiver annual review process.

Should the Finance Committee and GVS&DD / GVWD / MVRD Boards direct staff to extend DCC waivers to include inclusionary housing units, and make additional amendments to the DCC waiver framework as presented in the report dated February 5, 2025, titled “Consideration of Updating Development Cost Charge Waivers to Include Inclusionary Housing Units” , amended Bylaws will be brought forward to the respective Boards for adoption.

The Board directed staff to bring forward amending Development Cost Charge Waiver Bylaws.

G1.1 Greater Vancouver Sewerage and Drainage District Development Cost Charge Reserve Fund Expenditure Bylaw No. 392, 2025 **APPROVED**

As part of the regular financial planning cycle, each year an updated Development Cost Charge Reserve Fund Expenditure Bylaw is provided to the Finance Committee to be approved by the GVS&DD Board, as required by the GVS&DD Board by bylaw. The attached proposed *Greater Vancouver Sewerage and Drainage District Development Cost Charge Reserve Fund Expenditure Bylaw No. 392, 2025* provides authority for 2024 annual funding applied for growth capital debt servicing amounts and growth capital project expenditures. In total, \$111.3 million of DCCs were used to fund the growth program in 2024, which is in line with the budgeted amount of \$116 million of DCC usage.

Total DCCs collected in 2024 were in the amount of \$119.3 million, up from \$82.0 million in 2023. Total DCCs held in the deferred revenue reserve balances as at December 31, 2024 were \$293.3 million. The DCC rates are reviewed regularly as part of the budget process to ensure that Metro Vancouver stays current and maximizes revenue streams to reduce rate impacts of the Liquid Waste growth capital program.

The Board gave three readings to and adopted *GVS&DD Development Cost Charge Reserve Fund Expenditure No. 392, 2025*.

I 1 Committee Information Items and Delegation Summaries

The Board received delegation summaries from standing committees.

Zero Waste Committee – July 3, 2025

Delegations:

No delegations presented

Information Items:

- E3 DRAFT Five Year Capital Plan (2026-2030) Solid Waste Services
- E6 Waste-to-Energy Facility Environmental Monitoring and Reporting 2024 Update
- E7 2024 Waste Composition Data
- E8 2024 Disposal Ban Program Update

Liquid Waste Committee – July 10, 2025

Delegation Summaries:

No delegations presented

Information Items:

- E2 DRAFT Five Year Capital Plan (2026 – 2030) Liquid Waste Services
- E3 2024 GVS&DD Environmental Management and Quality Control Annual Report
- E4 Liquid Waste Revenue Streams