

May 19, 2016

The Honourable Amarjeet Sohi  
Minister of Infrastructure and Communities  
180 Kent Street, Suite 1100  
Ottawa, Ontario K1P 0B6

Dear Minister,

The Mayors' Council is nearing the end of a 6-8 month process to secure regional and provincial funding to advance *Metro Vancouver's 10-Year Transit and Transportation Plan*. We are seeking clarification on the timing and next steps for discussing Phase 1 and Phase 2 Public Transit Fund investments in this plan. Greater clarity on your process will facilitate our own planning work so we can maintain the momentum we have built towards this *10-Year Plan*.

As background, *Metro Vancouver's 10-Year Transit and Transportation Plan* was developed in 2014 at the request of the Province to address pressing issues that are challenging the quality of life, economy and environment in this region. It is a blueprint to cut congestion, reduce GHGs, and keep a fast-growing gateway economy moving. This plan coordinates transportation investments with local and regional land use to support vibrant communities, spur economic development, and protect the environment as the population grows. Although there are 34 capital projects in the plan, these individual projects support one another; for example, increased bus service drives ridership to new rapid transit.

As we outlined to you in our letter to the Prime Minister on March 9, 2016, many projects in our Plan are "shovel ready" and meet the timelines and criteria for Phase 1 Public Transit Fund investments. Our "Phase 1" projects are a mix of both state-of-good-repair/modernization projects and the early implementation of longer-term, strategic projects.

The challenge we face now is how prioritize our efforts to confirm funding for the 10-Year Plan in the face of what we understand to be a looming deadline for Phase 1 project lists and uncertain timelines on initiating Phase 2 funding discussions.

Over the last 6 months the Mayors' Council has identified potential new regional revenue sources to fund the region's share of capital costs and 100% of life-cycle operating costs of the Plan, including fare increases, development fees, property taxes, road tolling and other provincially-controlled regional tools like the TransLink fuel tax. We are within weeks of finalizing these decisions so that funding for this entire long-term plan can be confirmed and work can begin. We are concerned that our readiness to move to the next stage of planning – beyond just Phase 1 projects – may not be well aligned with Infrastructure Canada's timelines for Phase 1 and Phase 2 funding.

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We are looking for your guidance on how to avoid any misalignment between our respective processes and timelines that would not only delay the implementation of high-value, region-wide strategic projects, but in fact check the positive momentum built within this region to make these real, and hard, decisions around transit investments. In particular, guidance on how and when Phase 2 discussions will begin, and how Phase 1 project identification could or should support longer-term plans like ours, would be helpful.

Our 10-Year Plan has been years in the making. It is a plan that enjoys broad political and popular support and breaks new ground in Canada by showcasing the value of integrated urban planning in a large scale, transformative transit and mobility plan. It is also a plan whose time has come. We are ready to start now, and look forward to continuing to work with you as a valued partner.

Sincerely,



Gregor Robertson  
Chair, Mayors' Council Chair  
Mayor, City of Vancouver

c      Members of the Mayors' Council  
         TransLink Board Chair, Don Rose

Minister of Infrastructure  
and Communities



Ministre de l'Infrastructure  
et des Collectivités

Ottawa, Canada K1P 0B6

Mayor Gregor Robertson  
Chair, Mayors' Council Chair  
Mayor, City of Vancouver  
400-287 Nelson's Court  
New Westminster, BC V3L 0E7

Dear Mayor Robertson,

Budget 2016 laid out an historic plan to rebuild Canada's infrastructure, committing \$120 billion over the next 10 years, and doubling the federal government's contribution. As Budget 2016 stated, the guiding objectives of our government's infrastructure plan are to build a more modern, cleaner economy; a more inclusive society; and an economy better positioned to capitalize on the potential of global trade.

Our current approach will deliver short-term transit and water and wastewater investments over the next few years, followed within the next year by second phase designed to support longer-term projects. This approach is meant to get some projects moving quickly, while longer-term projects and plans are finalized. We heard from Mayors and Transit agencies across the country that funds were needed to repair, modernize, and rehabilitate existing transit infrastructure in the short term while allowing agencies to plan for large scale projects. The second phase will be supportive of larger scale transit projects that require additional due diligence and planning work to ensure we are building sustainable, smart, and 21st century transit systems.

We would like to see phase 1 agreements signed with all Provinces and Territories as soon as possible to ensure this construction season is not missed. We have already begun consultations on phase 2 so that planning can begin for large scale projects in preparation for the launch of the second phase. The timing of regional and provincial funding decisions is not the federal government's to make; however, we will be ready and willing to explore a longer-term partnership with you once you have made these decisions.

Sincerely,

A handwritten signature in blue ink that reads "A. Sohi".

Amarjeet Sohi, P.C., M.P.

Canada