



## REPORT TO COUNCIL

### STANDING COMMITTEE OF COUNCIL ON CITY FINANCE AND SERVICES

**JANUARY 16, 2019**

A Regular Meeting of the Standing Committee of Council on City Finance and Services was held on Wednesday, January 16, 2019, at 9:36 am, in the Council Chamber, Third Floor, City Hall.

- PRESENT:**
- Councillor Melissa De Genova, Chair
  - Mayor Kennedy Stewart\* (Leave of Absence – Civic Business for Items 1 and 2)
  - Councillor Rebecca Bligh\*
  - Councillor Christine Boyle\*
  - Councillor Adriane Carr
  - Councillor Lisa Dominato
  - Councillor Pete Fry\*, Vice-Chair
  - Councillor Colleen Hardwick
  - Councillor Sarah Kirby-Yung\*
  - Councillor Jean Swanson
  - Councillor Michael Wiebe\* (Leave of Absence – Civic Business for Items 1 and 2)
- CITY MANAGER'S OFFICE:**
- Sadhu Johnston, City Manager
  - Paul Mochrie, Deputy City Manager (Items 1 and 2)
- CITY CLERK'S OFFICE:**
- Rosemary Hagiwara, Deputy City Clerk
  - Tina Hildebrandt, Meeting Coordinator

\* Denotes absence for a portion of the meeting.

## WELCOME

The Chair acknowledged that we are on the unceded territories of the Musqueam, Squamish, and Tsleil-Waututh Nations and we thank them for having cared for this land since time immemorial.

### 1. PRESENTATION – Commercial Renovation Project Update to Council

The General Manager of Development, Buildings and Licensing, presented an update for Council's information on the Commercial Renovation Project Initiative and, along with staff from Development, Buildings and Licensing and Business Planning and Project Support, responded to questions.

In response to questions related to customer engagement and future feedback, the General Manager of Development, Buildings and Licensing, agreed to forward a summary of feedback from the Business Improvement Areas to date and information on how they could better provide input in future, to the Mayor's communication team.

## 2. Confirmation of Regulatory Principles related to Ride-Hailing January 7, 2019

The Committee heard from two speakers in support of the report who also recommended further improvements, including the addition of a seventh regulatory principle of affordability.

MOVED by Councillor Kirby-Yung  
THAT the Committee recommend to Council

THAT Council endorse the regulatory principles on passenger directed vehicles as described in the Policy Report dated January 7, 2019, entitled “Confirmation of Regulatory Principles related to Ride-Hailing”, and as set out below:

1. **Regional coordination:** Regulation is coordinated across the Metro Vancouver region and can operate effectively within our regional context to achieve net-positive sustainable transport goals for both the city and region.
2. **Passenger safety:** Companies, drivers and vehicles meet minimum safety standards, and be held accountable for meeting them. Effective enforcement mechanisms and sufficient resources should be in place to ensure compliance.
3. **Enhanced accessibility:** Ride-hailing companies should contribute to a system that maintains or exceeds standards for accessibility and ensures sufficient availability and maintenance of accessible vehicles.
4. **Enhanced mobility:** Ride-hailing is a complement to transit and active travel, thereby advancing shared mobility and contributing to an efficient transportation system including reducing congestion and overall reduced dependency on private vehicle ownership. The following mechanisms support this:
  - a. Ride-hailing vehicles are subject to city by-laws regulating streets, traffic and parking.
  - b. Municipalities are assured access to company/app data for traffic management and policy and planning purposes.
  - c. The City (or region) is provided future opportunities for road user charges (eg. a per-trip mobility fee) to best manage mobility outcomes to best manage curbside demands, minimize congestion, ideally by time of day in any problematic areas, and further incentives to pooled shared vehicles & low emissions are enabled.
5. **Reduced carbon emissions:** Ride-hailing companies have ambitious programs and ultimately targets that encourage drivers to use hybrid or zero emission vehicles to be leaders in provincial climate change transition for all vehicles.
6. **Economic Viability:** The regulatory regime ensures opportunity for financial viability of the existing taxi industry and new entrants to the market for passenger directed vehicle services such as ride-hailing including non-profit organizations.

amended

\* \* \* \* \*

*Prior to debate on the motion it was*

*MOVED by Councillor De Genova*

*THAT the Committee ask one round of questions to staff on Item 2 prior to debate.*

*CARRIED UNANIMOUSLY*

*(Councillor Wiebe and Mayor Stewart on Leave of Absence – Civic Business for the vote)*

\* \* \* \* \*

*During debate on the motion it was*

*MOVED by Councillor Hardwick*

*THAT the Committee take a five minute recess.*

*CARRIED UNANIMOUSLY*

*(Councillor Wiebe and Mayor Stewart on Leave of Absence – Civic Business for the vote)*

\* \* \* \* \*

*The Committee recessed at 11:28 am and reconvened at 11:33 am.*

\* \* \* \* \*

AMENDMENT MOVED by Councillor Kirby-Yung

THAT the motion be amended to add the following paragraph:

THAT Council add an additional regulatory principle 7 - Affordability, to be defined as 'the regulatory regime provide consideration and opportunity for the provision of affordable ride services as part of an enhanced mobility framework'.

CARRIED (Vote No. 03798)

(Councillor Swanson opposed)

*(Councillor Wiebe and Mayor Stewart on Leave of Absence – Civic Business for the vote)*

*(Councillor Fry absent for the vote)*

AMENDMENT MOVED by Councillor Boyle

THAT the motion be amended under regulatory principle 6 - Economic Viability, to add the following paragraph:

Additionally, in line with Council's commitment to providing living wage employment in Vancouver, and considering the high local cost of living, the City advocate for a regulatory regime that provides strong employment standards and the opportunity to make a living wage for ride-hailing drivers, as contractors or employees.

CARRIED UNANIMOUSLY (Vote No. 03799)

*(Councillor Wiebe and Mayor Stewart on Leave of Absence – Civic Business for the vote)*

*(Councillor Fry absent for the vote)*

AMENDMENT MOVED by Councillor Dominato

THAT the motion be amended under regulatory principle 4 – Enhanced mobility, to read as follows (*changes in italics*):

Ride-hailing is a complement to transit and active, *safe* travel, thereby advancing shared mobility and contributing to an efficient transportation system including *supporting public safety*, reducing congestion and reduced dependency on private vehicle ownership.

CARRIED UNANIMOUSLY (Vote No. 03800)  
(*Councillor Wiebe and Mayor Stewart on Leave of Absence – Civic Business for the vote*)  
(*Councillor Fry absent for the vote*)

\* \* \* \* \*

At Noon it was

MOVED by Councillor Boyle

*THAT the meeting be extended to complete Item 2 on the agenda.*

CARRIED UNANIMOUSLY AND  
BY THE REQUIRED MAJORITY  
(*Councillor Wiebe and Mayor Stewart on Leave of Absence – Civic Business for the vote*)  
(*Councillor Fry absent for the vote*)

\* \* \* \* \*

AMENDMENT MOVED by Councillor Fry

THAT the motion be amended under regulatory principle 5 – Reduced Carbon Emissions, to add the following paragraph:

THAT the City request of the Province for the City to retain the ability to regulate new TNS or PDV licenses, in particular if they are not hybrid or zero emission vehicles, in order to meet the City's established and emerging carbon reduction goals.

CARRIED UNANIMOUSLY (Vote No. 03801)  
(*Councillor Wiebe and Mayor Stewart on Leave of Absence – Civic Business for the vote*)  
(*Councillor Bligh absent for the vote*)

\* \* \* \* \*

*MOVED by Councillor Dominato*

*THAT, under Section 6.8 of the Procedure By-law, Council suspend section 6.6(c), to allow Council members an additional five minutes of questions.*

*CARRIED UNANIMOUSLY AND  
BY THE REQUIRED MAJORITY*

*(Councillor Wiebe and Mayor Stewart on Leave of Absence – Civic Business for the vote)  
(Councillor Bligh absent for the vote)*

\* \* \* \* \*

The amendments having carried, the motion as amended was put and CARRIED UNANIMOUSLY (Vote No. 03802), with Councillor Wiebe and Mayor Stewart on Leave of Absence – Civic Business for the vote, and Councillor Bligh absent for the vote.

## **FINAL MOTION AS APPROVED**

THAT the Committee recommend to Council

THAT Council endorse the regulatory principles on passenger directed vehicles as described in the Policy Report dated January 7, 2019, entitled “Confirmation of Regulatory Principles related to Ride-Hailing”, and as amended on January 16, 2019, as set out below:

1. **Regional coordination:** Regulation is coordinated across the Metro Vancouver region and can operate effectively within our regional context to achieve net-positive sustainable transport goals for both the city and region.
2. **Passenger safety:** Companies, drivers and vehicles meet minimum safety standards, and be held accountable for meeting them. Effective enforcement mechanisms and sufficient resources should be in place to ensure compliance.
3. **Enhanced accessibility:** Ride-hailing companies should contribute to a system that maintains or exceeds standards for accessibility and ensures sufficient availability and maintenance of accessible vehicles.
4. **Enhanced mobility:** Ride-hailing is a complement to transit and active, safe travel, thereby advancing shared mobility and contributing to an efficient transportation system including supporting public safety, reducing congestion and reduced dependency on private vehicle ownership. The following mechanisms support this:
  - a. Ride-hailing vehicles are subject to city by-laws regulating streets, traffic and parking.
  - b. Municipalities are assured access to company/app data for traffic management and policy and planning purposes.

- c. The City (or region) is provided future opportunities for road user charges (eg. a per-trip mobility fee) to best manage mobility outcomes to best manage curbside demands, minimize congestion, ideally by time of day in any problematic areas, and further incentives to pooled shared vehicles & low emissions are enabled.

- 5. Reduced carbon emissions:** Ride-hailing companies have ambitious programs and ultimately targets that encourage drivers to use hybrid or zero emission vehicles to be leaders in provincial climate change transition for all vehicles.

THAT the City request of the Province for the City to retain the ability to regulate new TNS or PDV licenses, in particular if they are not hybrid or zero emission vehicles, in order to meet the City's established and emerging carbon reduction goals.

- 6. Economic Viability:** The regulatory regime ensures opportunity for financial viability of the existing taxi industry and new entrants to the market for passenger directed vehicle services such as ride-hailing including non-profit organizations.

Additionally, in line with Council's commitment to providing living wage employment in Vancouver, and considering the high local cost of living, the City advocate for a regulatory regime that provides strong employment standards and the opportunity to make a living wage for ride-hailing drivers, as contractors or employees.

- 7. Affordability:** The regulatory regime provide consideration and opportunity for the provision of affordable ride services as part of an enhanced mobility framework

\* \* \* \* \*

*MOVED by Councillor Carr*

*THAT the Committee recess until 3:00 pm.*

*CARRIED UNANIMOUSLY*

*The Committee recessed at 12:12 pm and reconvened at 3:08 pm.*

\* \* \* \* \*

### **3. Ramping Up Vancouver's Climate Action in Response to the Climate Emergency**

The Committee heard from 20 speakers in support of the motion.

\* \* \* \* \*

*MOVED by Councillor Fry*

*THAT the Committee recess until 6:05 pm.*

*CARRIED UNANIMOUSLY*

*The Committee recessed at 5:35 pm and reconvened at 6:13 pm.*

\* \* \* \* \*

MOVED by Councillor Boyle  
THAT the Committee recommend to Council

WHEREAS

1. The British Columbia government declared a provincial state of emergency in 2018 over record-setting wildfires:
  - a. Wildfires in BC broke the record for km<sup>2</sup> burned in 2018, surpassing the record of 12,161 km<sup>2</sup> and 65,000 forced from their homes in 2017;
  - b. Wildfires in California killed more than 100 people and caused over \$14.5 billion in insured losses in 2018;
2. The Legislature of British Columbia and the House of Commons of Canada acknowledged the growing crisis of climate breakdown by holding emergency debates following the release of the October 2018, UN Intergovernmental Panel on Climate Change (IPCC) report;
3. Local governments around the world are taking new actions to avoid the worst impacts of climate breakdown and calling on senior levels of government for a more urgent, emergency response;
4. The Intergovernmental Panel on Climate Change finds that limiting global warming to 1.5°C with no or limited overshoot would imply global net CO<sub>2</sub> emissions dropping to between 50% and 58% below 2010 levels by 2030, and between 94% and 107% below 2010 levels by 2050. Global net CO<sub>2</sub> emissions would need to continued to decline into the second half of the century reaching negative net emissions in all scenarios;
5. The costs to Vancouver for dealing with sea level rise and stormwater and sewer management are significant:
  - a. Staff estimate that approximately \$1 billion of flood management infrastructure is needed in Vancouver by 2100. To operate and maintain this infrastructure, the City will require additional staff and budget estimated at \$5 million a year;
  - b. Conservative estimates of the cost of a flood in Vancouver place the value in property and building damage at approximately \$7 billion. This

- does not include the economic impact of business disruption or the cost of clean-up and rebuilding;
- c. Regionally, the Fraser Basin Council, a non-profit group that provides regional flood planning support, estimates the potential cost of a major coastal flood at \$25 billion for the Lower Mainland.
6. The world is currently on track for more than 3°C of warming based on policies currently in place, and those policies will need to be strengthened significantly to limit warming to 1.5°C. Vancouver, BC, and Canada are no exceptions:
    - a. Vancouver's carbon pollution levels are 7% below 2007 levels, which represents an average reduction of less than 1% per year over the past decade. An average annual reduction of over 3% is necessary to meet the City's 2030 targets.
    - b. BC's carbon pollution has increased in four of the past five years and the province eliminated its 2020 reduction target because it was on track to miss it by a wide margin. On December 5, 2018, the province introduced a new climate change plan, which is expected to put the province on track for 75% of its 2030 target of 40% below 2007 levels.
    - c. Canada's carbon pollution was down 4% from 2005 levels to 704 million tonnes. Policies committed to in the Pan-Canadian Framework on Clean Growth and Climate Action are only forecast to bring emissions down to 583 million tonnes in 2030, failing to meet the national target of 517 million tonnes;
  7. The City of Vancouver has been taking action on sustainability through its Greenest City and Renewable City Action plans, setting a solid foundation for ramping up ambition and action to meet the moral and scientific urgency of climate change;
  8. Past City of Vancouver staff reports acknowledge that "climate change shocks and stresses do not affect all groups in our community equally. Frontline communities, those that have been affected by systemic vulnerabilities and inequities, are often at greater risk from the impacts of climate change and often have the fewest resources to respond and adapt";
  9. A growing list of cities, districts and counties across the world representing over 15 million people collectively have recently declared or officially acknowledged the existence of a global climate emergency, including Los Angeles, Oakland, and most recently London, England.

THEREFORE BE IT RESOLVED

- A. THAT Council recognize the breakdown of the stable climate and sea level under which human civilization developed constitutes an emergency for the City of Vancouver;

FURTHER THAT Council direct staff to report back within 90 days on opportunities to:



- i. increase ambition and/or accelerate timelines for existing actions under the Renewable City Action Plan and Climate Adaptation Strategy;
  - ii. add new actions to help the City achieve its targets;
  - iii. add new actions that would help reduce GHG emissions beyond the scope of the City's current climate targets.
  - iv. Incorporate into the City's climate targets and actions the need to achieve net zero carbon emissions before 2050 and net negative carbon emissions in the second half of the century.
- B. THAT Council direct staff to establish a remaining carbon budget for corporate and community emissions commensurate with limiting warming to 1.5°C and report annually on the expenditure of the City of Vancouver's remaining carbon budget.
- C. THAT Council direct staff to establish a "Climate and Equity" working group to provide guidance and support for the City's efforts to transition off of fossil fuels in ways the priorities those most vulnerable to climate impacts and most in need of support in transitioning to renewable energy.

amended

AMENDMENT MOVED by Councillor Carr

THAT the motion be amended to read as follows:

THEREFORE BE IT RESOLVED

- A. THAT Council recognize that:
- i. we are in a global state of climate emergency that constitutes a crisis for Vancouver including costs related to more extreme weather events, air quality deterioration and sea level rise;
  - ii. almost all governments have failed to meet targets to reduce greenhouse gas emissions, including the City of Vancouver which has only decreased emissions by 7 percent to date despite aiming for a 33 percent reduction over 2007 levels by 2020;
  - iii. we have a responsibility to respond to the United Nations' Intergovernmental Panel on Climate Change (IPCC) October 2018 call for all political leaders to take urgent action to keep average global temperature rise to below 1.5 degrees C in order to avoid catastrophic social, environmental and economic breakdown;

FURTHER THAT Council direct staff to report back within 90 days on updating the city's Greenest City and Renewable City Action Plans and Climate Adaptation Strategy in order to:

- i. increase targets and accelerate timelines for actions in line with the IPCC call for 45 percent reductions in GHG emissions over 2010 levels by 2030, net zero emissions by 2050; and net negative carbon emissions in the second half of the century;

- ii. add new actions to help the City achieve its new reduction goals;
  - iii. create interim four-year targets and goals to reach new reduction goals.
- B. THAT Council direct staff to establish a remaining carbon budget for corporate and community emissions commensurate with limiting warming to 1.5°C, re-evaluate how to best measure such emissions, and report annually on the expenditure of the City of Vancouver’s remaining carbon budget.
- C. THAT Council direct staff to establish a “Climate and Equity” working group to provide guidance and support for the City’s efforts to transition off of fossil fuels in ways the priorities those most vulnerable to climate impacts and most in need of support in transitioning to renewable energy.

CARRIED UNANIMOUSLY (Vote No. 03803)

AMENDMENT MOVED by Councillor Wiebe

THAT A of the motion be amended to add the following paragraph as iv.:

- iv. evaluate the impact of the City’s actions to date on GHG emissions to determine what is working well, what is not and why and then publicly report out the findings annually to track our progress.

CARRIED UNANIMOUSLY (Vote No. 03804)

AMENDMENT MOVED by Councillor Kirby-Yung

THAT A of the motion be amended to add the following paragraph as v.:

- v. incorporate a gendered intersectional lens into climate actions and the Climate Adaptation Strategy.

CARRIED UNANIMOUSLY (Vote No. 03805)

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*At this point in the proceedings, Councillor De Genova stepped down as Chair in order to participate in debate and Councillor Fry, as Vice-Chair, assumed the Chair.*

\* \* \* \* \*

AMENDMENT MOVED by Councillor De Genova

THAT A of the motion be amended to add the following paragraph as vi:

- vi. Encourage residents, businesses and visitors to move towards carbon free transportation modes, including but not limited to, providing incentives by expanding and expediting electric vehicle charging stations privately and publicly;

carried

FURTHER THAT A of the motion be amended to add the following paragraph to vi:

Furthermore, explore possibilities for reducing the cost of public pay parking for electric vehicles.

amended

At 7:09 pm Councillor Bligh rose and declared conflict of interest under Section 145.2(6)(a) of the *Vancouver Charter*, on the amendment to A of the motion, as she works with clients in both the courier and tourism industries who are investing in 100% electric vehicles for their fleets.

Subsequently, the Committee agreed to separate the components of the amendment for the vote.

THAT A of the motion be amended to add the following paragraph as vi:

- vi. Encourage residents, businesses and visitors to move towards carbon free transportation modes, including but not limited to, providing incentives by expanding and expediting electric vehicle charging stations privately and publicly;

CARRIED UNANIMOUSLY (Vote No. 03808)

(Councillor Bligh ineligible to vote due to conflict of interest)

(Councillor Kirby-Yung abstained)

(\*Section 145.1 of the *Vancouver Charter* states "Where a member present at a meeting abstains from voting, they are deemed to have voted in the affirmative".)

FURTHER THAT A of the motion be amended to add the following paragraph to vi:

Furthermore, explore possibilities for reducing the cost of public pay parking for electric vehicles.

amended

During debate on the amendment to A, the City Manager responded to questions.

AMENDMENT TO THE AMENDMENT MOVED by Councillor Wiebe

THAT the amendment be amended to add the words "bikes and other mobility devices" at the end.

CARRIED UNANIMOUSLY (Vote No. 03806)

(Councillor Bligh ineligible to vote due to conflict of interest)

(Councillor Kirby-Yung absent for vote)

The amendment to the amendment having carried, the amendment as amended was put and CARRIED UNANIMOUSLY (Vote No. 03807), with Councillor Bligh ineligible to vote due to conflict of interest, and Councillor Kirby-Yung absent for the vote.

The amendments having carried, the main motion as amended was put and CARRIED UNANIMOUSLY (Vote No. 03809).

## FINAL MOTION AS APPROVED

THAT the Committee recommend to Council

### WHEREAS

1. The British Columbia government declared a provincial state of emergency in 2018 over record-setting wildfires:
  - a. Wildfires in BC broke the record for km<sup>2</sup> burned in 2018, surpassing the record of 12,161 km<sup>2</sup> and 65,000 forced from their homes in 2017;
  - b. Wildfires in California killed more than 100 people and caused over \$14.5 billion in insured losses in 2018;
2. The Legislature of British Columbia and the House of Commons of Canada acknowledged the growing crisis of climate breakdown by holding emergency debates following the release of the October 2018, UN Intergovernmental Panel on Climate Change (IPCC) report;
3. Local governments around the world are taking new actions to avoid the worst impacts of climate breakdown and calling on senior levels of government for a more urgent, emergency response;
4. The Intergovernmental Panel on Climate Change finds that limiting global warming to 1.5°C with no or limited overshoot would imply global net CO<sub>2</sub> emissions dropping to between 50% and 58% below 2010 levels by 2030, and between 94% and 107% below 2010 levels by 2050. Global net CO<sub>2</sub> emissions would need to continued to decline into the second half of the century reaching negative net emissions in all scenarios;
5. The costs to Vancouver for dealing with sea level rise and stormwater and sewer management are significant:
  - a. Staff estimate that approximately \$1 billion of flood management infrastructure is needed in Vancouver by 2100. To operate and maintain this infrastructure, the City will require additional staff and budget estimated at \$5 million a year;
  - b. Conservative estimates of the cost of a flood in Vancouver place the value in property and building damage at approximately \$7 billion. This does not include the economic impact of business disruption or the cost of clean-up and rebuilding;
  - c. Regionally, the Fraser Basin Council, a non-profit group that provides regional flood planning support, estimates the potential cost of a major coastal flood at \$25 billion for the Lower Mainland.
6. The world is currently on track for more than 3°C of warming based on policies currently in place, and those policies will need to be strengthened significantly to limit warming to 1.5°C. Vancouver, BC, and Canada are no exceptions:

- a. Vancouver's carbon pollution levels are 7% below 2007 levels, which represents an average reduction of less than 1% per year over the past decade. An average annual reduction of over 3% is necessary to meet the City's 2030 targets.
  - b. BC's carbon pollution has increased in four of the past five years and the province eliminated its 2020 reduction target because it was on track to miss it by a wide margin. On December 5, 2018, the province introduced a new climate change plan, which is expected to put the province on track for 75% of its 2030 target of 40% below 2007 levels.
  - c. Canada's carbon pollution was down 4% from 2005 levels to 704 million tonnes. Policies committed to in the Pan-Canadian Framework on Clean Growth and Climate Action are only forecast to bring emissions down to 583 million tonnes in 2030, failing to meet the national target of 517 million tonnes;
7. The City of Vancouver has been taking action on sustainability through its Greenest City and Renewable City Action plans, setting a solid foundation for ramping up ambition and action to meet the moral and scientific urgency of climate change;
  8. Past City of Vancouver staff reports acknowledge that "climate change shocks and stresses do not affect all groups in our community equally. Frontline communities, those that have been affected by systemic vulnerabilities and inequities, are often at greater risk from the impacts of climate change and often have the fewest resources to respond and adapt.";
  9. A growing list of cities, districts and counties across the world representing over 15 million people collectively have recently declared or officially acknowledged the existence of a global climate emergency, including Los Angeles, Oakland, and most recently London, England.

THEREFORE BE IT RESOLVED

- A. THAT Council recognize that:
  - i. we are in a global state of climate emergency that constitutes a crisis for Vancouver including costs related to more extreme weather events, air quality deterioration and sea level rise;
  - ii. almost all governments have failed to meet targets to reduce greenhouse gas emissions, including the City of Vancouver which has only decreased emissions by 7 percent to date despite aiming for a 33 percent reduction over 2007 levels by 2020;
  - iii. we have a responsibility to respond to the United Nations' Intergovernmental Panel on Climate Change (IPCC) October 2018 call for all political leaders to take urgent action to keep average global temperature rise to below 1.5 degrees C in order to avoid catastrophic social, environmental and economic breakdown;

- iv. we need to evaluate the impact of the City's actions to date on GHG emissions to determine what is working well, what is not and why and then publicly report out the findings annually to track our progress;
- v. we need to incorporate a gendered intersectional lens into climate actions and the Climate Adaptation Strategy; and
- vi. we need to encourage residents, businesses and visitors to move towards carbon free transportation modes, including but not limited to, providing incentives by expanding and expediting electric vehicle charging stations privately and publicly;

Furthermore, we need to explore possibilities for reducing the cost of public pay parking for electric vehicles, bikes and other mobility devices; and

FURTHER THAT Council direct staff to report back within 90 days on updating the City's Greenest City and Renewable City Action Plans and Climate Adaptation Strategy in order to:

- i. increase targets and accelerate timelines for actions in line with the IPCC call for 45 percent reductions in GHG emissions over 2010 levels by 2030, net zero emissions by 2050, and net negative carbon emissions in the second half of the century;
  - ii. add new actions to help the City achieve its new reduction goals; and
  - iii. create interim four-year targets and goals to reach new reduction goals.
- B. THAT Council direct staff to establish a remaining carbon budget for corporate and community emissions commensurate with limiting warming to 1.5°C, re-evaluate how to best measure such emissions, and report annually on the expenditure of the City of Vancouver's remaining carbon budget.
- C. THAT Council direct staff to establish a "Climate and Equity" working group to provide guidance and support for the City's efforts to transition off of fossil fuels in ways that prioritize those most vulnerable to climate impacts and most in need of support in transitioning to renewable energy.

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*At this point in the proceedings Councillor De Genova resumed the Chair.*

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#### 4. #AllOnBoard Campaign

\* \* \* \* \*

*Prior to hearing from registered speakers it was*

*MOVED by Councillor Swanson*

*THAT the Committee suspend the rules regarding speaker order and allow a substitute speaker to step in for a registered speaker.*

*LOST*

*(Councillors Bligh, Carr, De Genova, Fry, Hardwick and Kirby-Yung opposed)*

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The Committee heard from 10 speakers in support of the motion.

\* \* \* \* \*

*At 9:56 pm, during debate it was*

*MOVED by Councillor Dominato*

*THAT the meeting be extended to complete Item 4.*

*CARRIED UNANIMOUSLY AND  
BY THE REQUIRED MAJORITY*

\* \* \* \* \*

*MOVED by Councillor Swanson  
THAT the Committee recommend to Council*

**WHEREAS**

1. The City of Vancouver has recognized and has demonstrated over the past years its commitment to the health and well-being of its residents, and lack of transportation is one of the most common reasons for missing medical appointments and a significant barrier to social inclusion and labour market inclusion for low income adults and youth;
2. The #AllOnBoard Campaign, concerned agencies in Vancouver and throughout Metro Vancouver, and directly impacted youth and adult community members have brought to the attention of the City of Vancouver the direct harm that is brought to them through the bad credit ratings they develop due to fare evasion ticketing. Those living below the poverty line have brought forward that they cannot afford to pay the \$173 fines received individually, or the resulting accrued 'TransLink debt' from many unpaid fines;

3. The City of Vancouver and other municipalities contribute to charities and non-profits which then out of necessity subsidize transit tickets for those who cannot afford to access crucial social services provided by the City of Vancouver and other municipalities, and many pay off 'TransLink debt' and fare evasion fines to TransLink and external collection agencies.

THEREFORE BE IT RESOLVED

- A. THAT the City of Vancouver endorse the #AllOnBoard Campaign; the City write a letter to the TransLink Mayors' Council on Regional Transportation, the Board of Directors of TransLink, the Ministry of Municipal Affairs and Housing and the Ministry of Social Development and Poverty Reduction asking TransLink to work with the provincial government to finalize and secure funding, and develop a plan that will provide free public transit for minors (aged 0-18), and reduced price transit based on a sliding scale using the Market Basket Measure for all low-income people regardless of their demographic profile as soon as possible.
- B. THAT the City write a separate letter to the Mayors' Council on Regional Transportation asking them to:
  - 1) require TransLink adopt a poverty reduction/equity mandate in order to address the outstanding issue of lack of affordability measures to ensure those who need public transit the most can access the essential service, and
  - 2) to request the Mayors' Council on Regional Transportation and TransLink immediately and without delay amend existing by-laws and cease ticketing all minors for fare evasion as the first step towards the full implementation of free transit for children and youth 0-18, unlink the Insurance Corporation of British Columbia from fare evasion for youth and adults, cease ticketing adults.
- C. THAT the resolution regarding support for the #AllOnBoard Campaign be forwarded for consideration at the 2019 Lower Mainland Local Government Association (LMLGA) convention and subsequent Union of BC Municipalities (UBCM) convention.
- D. THAT the #AllOnBoard forthcoming research report containing evidence and testimonies in support of the #AllOnBoard Campaign be included in the submission to the Lower Mainland Local Government Association (LMLGA) once available.

amended

AMENDMENT MOVED by Councillor Fry

THAT A and B of the motion be amended to strike the first word "City" and replace it with the words "Mayor, on behalf of Vancouver City Council".

CARRIED UNANIMOUSLY (Vote No. 03810)  
(Councillor Boyle absent for vote)



AMENDMENT MOVED by Councillor Fry

THAT B.2 of the motion be amended to delete the words “unlink the Insurance Corporation of British Columbia from fare evasion for youth and adults, cease ticketing adults”, and to add the following paragraph:

Further that TransLink adopt a poverty reduction mandate based on non-stigmatizing affordability measures, including unlinking fare evasion fines from the Insurance Corporation of British Columbia and infrastructure expansion; and the introduction of community service and restorative justice options for adults as an alternative to fare evasion tickets.

amended

AMENDMENT TO THE AMENDMENT MOVED by Councillor De Genova

THAT the amendment to B.2 be amended to insert the word “consider” after the word “TransLink” and add the letters “ing” after the word “adopt” in the second paragraph.

LOST (Vote No. 03811)

(Councillors Bligh, Boyle, Carr, Fry, Kirby-Yung, Swanson, Wiebe and Mayor Stewart opposed)

AMENDMENT TO THE AMENDMENT MOVED by Councillor Carr

THAT the amendment to B.2 be amended to insert the word “request” after the word “Further” in the second paragraph.

CARRIED UNANIMOUSLY (Vote No 03812)

The amendments to the amendment having either carried or lost, the amendment as amended was put and CARRIED UNANIMOUSLY (Vote No. 03813)

AMENDMENT MOVED by Councillor Fry

THAT the motion be amended to add E as follows:

- E. THAT the Mayor, on behalf of Vancouver City Council, write the Federal Government, the Office of the Prime Minister, and the Honourable Minister of National Revenue requesting the reinstatement of the 15% federal tax credit on transit passes. In order to meet our Greenest City carbon reduction commitments and tackle global climate change, and given Vancouver’s dense and compact form, the Mayor and Council have an obligation to advocate for robust public transit and any measures that help to reduce greenhouse gases and congestion. Federal tax credits on transit passes specifically target taxpayers who might otherwise use personal and/or single occupant vehicles for which they are currently afforded federal tax credits for work use.

amended

AMENDMENT TO THE AMENDMENT MOVED by Mayor Stewart

THAT the amendment be amended to add the words “and consider making this tax credit refundable” after the first word “passes”.

CARRIED UNANIMOUSLY (Vote No. 03814)

The amendment to the amendment having carried, the amendment as amended was put and CARRIED UNANIMOUSLY (Vote No. 03815)

AMENDMENT MOVED by Councillor Hardwick

THAT A of the motion be amended to strike the words “free public transit for minors (aged 0-18), and reduced price transit based on a sliding scale using the Market Basket Measure for all low-income people regardless of their demographic profile as soon as possible” and replace them with the words “price transit based on a sliding scale using the Market Basket Measure of all low-income people regardless of their demographic profile as soon as possible”;

amended

FURTHER THAT B of the motion be amended to strike “1)” on the second line, and to strike “and 2) to request the Mayors’ Council on Regional Transportation and TransLink immediately and without delay amend existing by-laws and cease ticketing all minors for fare evasion as the first step towards the full implementation of free transit for children and youth 0-18” at the end.

lost

AMENDMENT TO THE AMENDMENT MOVED by Councillor Kirby-Yung

THAT the amendment to A be amended to correct a grammatical error by adding the word “reduced” before the words “price transit”.

CARRIED UNANIMOUSLY (Vote No. 03816)

The amendment to the amendment having carried, the amendment as amended was put and LOST (Vote No. 03817) with Councillors Boyle, Carr, De Genova, Dominato, Fry, Swanson, Wiebe and Mayor Stewart opposed).

The amendments having either carried or lost, the motion as amended was put and CARRIED (Vote No. 03818) with Councillor Hardwick opposed.

**FINAL MOTION AS APPROVED**

THAT the Committee recommend to Council

WHEREAS

1. The City of Vancouver has recognized and has demonstrated over the past years its commitment to the health and well-being of its residents, and lack of transportation is one of the most common reasons for missing medical

appointments and a significant barrier to social inclusion and labour market inclusion for low income adults and youth;

2. The #AllOnBoard Campaign, concerned agencies in Vancouver and throughout Metro Vancouver, and directly impacted youth and adult community members have brought to the attention of the City of Vancouver the direct harm that is brought to them through the bad credit ratings they develop due to fare evasion ticketing. Those living below the poverty line have brought forward that they cannot afford to pay the \$173 fines received individually, or the resulting accrued 'TransLink debt' from many unpaid fines; and
3. The City of Vancouver and other municipalities contribute to charities and non-profits which then out of necessity subsidize transit tickets for those who cannot afford to access crucial social services provided by the City of Vancouver and other municipalities, and many pay off 'TransLink debt' and fare evasion fines to TransLink and external collection agencies.

THEREFORE BE IT RESOLVED

- A. THAT the City of Vancouver endorse the #AllOnBoard Campaign; the Mayor, on behalf of Vancouver City Council, write a letter to the TransLink Mayors' Council on Regional Transportation, the Board of Directors of TransLink, the Ministry of Municipal Affairs and Housing and the Ministry of Social Development and Poverty Reduction asking TransLink to work with the provincial government to finalize and secure funding, and develop a plan that will provide free public transit for minors (aged 0-18), and reduced price transit based on a sliding scale using the Market Basket Measure for all low income people regardless of their demographic profile as soon as possible.
- B. THAT the Mayor, on behalf of Vancouver City Council, write a separate letter to the Mayors' Council on Regional Transportation asking them to:
  - 1) require TransLink adopt a poverty reduction/equity mandate in order to address the outstanding issue of lack of affordability measures to ensure those who need public transit the most can access the essential service;
  - 2) request the Mayors' Council on Regional Transportation and TransLink immediately and without delay amend existing by-laws and cease ticketing all minors for fare evasion as the first step towards the full implementation of free transit for children and youth (aged 0-18); and

FURTHER REQUEST THAT Translink adopt a poverty reduction mandate based on non-stigmatizing affordability measures, including unlinking fare evasion fines from the Insurance Corporation of British Columbia and infrastructure expansion; and the introduction of community service and restorative justice options for adults as an alternative to fare evasion tickets.
- C. THAT the resolution regarding support for the #AllOnBoard Campaign be forwarded for consideration at the 2019 Lower Mainland Local Government Association (LMLGA) convention and subsequent Union of BC Municipalities (UBCM) convention.

- D. THAT the #AllOnBoard forthcoming research report containing evidence and testimonies in support of the #AllOnBoard Campaign be included in the submission to the Lower Mainland Local Government Association (LMLGA) once available.
- E. THAT the Mayor, on behalf of Vancouver City Council, write the Federal Government, the Office of the Prime Minister, and the Honourable Minister of National Revenue requesting the reinstatement of the 15% federal tax credit on transit passes, and consider making this tax credit refundable. In order to meet our Greenest City carbon reduction commitments and tackle global climate change, and given Vancouver's dense and compact form, the Mayor and Council have an obligation to advocate for robust public transit and any measures that help to reduce greenhouse gases and congestion. Federal tax credits on transit passes specifically target taxpayers who might otherwise use personal and/or single occupant vehicles for which they are currently afforded federal tax credits for work use.

**5. Deterring and Preventing Money Laundering and the Business of Organized Crime in the City of Vancouver**

The registered speaker for this item withdrew their request to speak.

MOVED by Councillor De Genova  
THAT the Committee recommend to Council

THAT discussion and decision on agenda item 5 - Deterring and Preventing Money Laundering and the Business of Organized Crime in the City of Vancouver, be referred to the Regular Council meeting on January 29, 2019, as Unfinished Business.

CARRIED UNANIMOUSLY (Vote No. 03819)

The Committee adjourned at 10:45 pm.

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**REGULAR COUNCIL MEETING MINUTES  
STANDING COMMITTEE OF COUNCIL ON  
CITY FINANCE AND SERVICES**

**JANUARY 16, 2019**

A Regular Meeting of the Council of the City of Vancouver was held on Wednesday, January 16, 2019, at 10:45 pm, in the Council Chamber, Third Floor, City Hall, following the Standing Committee on City Finance and Services meeting, to consider the recommendations and actions of the Committee.

**PRESENT:**

- Mayor Kennedy Stewart
- Councillor Rebecca Bligh
- Councillor Christine Boyle
- Councillor Adriane Carr
- Councillor Melissa De Genova
- Councillor Lisa Dominato
- Councillor Pete Fry
- Councillor Colleen Hardwick
- Councillor Sarah Kirby-Yung
- Councillor Jean Swanson
- Councillor Michael Wiebe

**CITY MANAGER'S OFFICE:** Sadhu Johnston, City Manager

**CITY CLERK'S OFFICE:** Rosemary Hagiwara, Deputy City Clerk  
Tina Hildebrandt, Meeting Coordinator

**COMMITTEE REPORTS**

Report of Standing Committee on City Finance and Services  
Wednesday, January 16, 2019

Council considered the report containing the recommendations and actions taken by the Standing Committee on City Finance and Services. Its items of business included:

1. PRESENTATION: Commercial Renovation Project - Update to Council
2. Confirmation of Regulatory Principles related to Ride-Hailing
3. Ramping Up Vancouver's Climate Action in Response to the Climate Emergency
4. #AllOnBoard Campaign
5. Deterring and Preventing Money Laundering and the Business of Organized Crime in the City of Vancouver

Items 1 to 5

MOVED by Councillor De Genova  
SECONDED by Councillor Wiebe

THAT the recommendations and actions taken by the Standing Committee on City Finance and Services at its meeting of January 16, 2019, as contained in items 1 to 5, be approved.

CARRIED UNANIMOUSLY

### **URGENT BUSINESS**

#### **1. Request for Leave of Absence – Councillor Dominato**

MOVED by Councillor De Genova  
SECONDED by Councillor Carr

THAT Councillor Dominato be granted Leave of Absence for Personal Reasons for the Public Hearing on January 17, 2019.

CARRIED UNANIMOUSLY

### **ADJOURNMENT**

MOVED by Councillor De Genova  
SECONDED by Councillor Fry

THAT the meeting be adjourned.

CARRIED UNANIMOUSLY

The Council adjourned at 10:47 pm.

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