



***The following three recommendations provide advice for maximizing the benefits from infrastructure funding announced in Budget 2017.***

## **Natural Infrastructure**

In 2016, the Green Budget Coalition recommended that 30% of the Phase 2 Green Infrastructure funding go to supporting natural infrastructure solutions. Ecosystem protection and/ or restoration are a cost-effective approach to mitigating climate impacts, reducing GHG emissions, improving biodiversity and protecting communities from flooding and other challenges.

As an important step in that direction the Government of Canada indicated they would develop a new Disaster Mitigation and Adaptation Fund for built and natural, large-scale infrastructure projects supporting mitigation of natural disasters and extreme weather events and climate resilience. In addition, green Infrastructure funding dispersed through the bilateral agreements with the provinces and territories can also include natural infrastructure projects and can be put forward by different proponents, including NGOs and Indigenous Peoples.

To maximize the effectiveness of these important steps, the GBC recommends that the Government of Canada create conditions that encourage all jurisdictions to put forward the best possible natural infrastructure projects. This could include developing frameworks for bilateral agreements that draw out and value nature-based infrastructure projects through assessment criteria that promotes the development of related science and innovative solutions, as well as the extent to which projects contribute to biodiversity conservation, climate mitigation, and economic productivity.

### **Contact**

Florence Daviet,  
National Forest Program Director, CPAWS  
fdaviet@cpaws.org

## **Public Transit**

The Green Budget Coalition recommends that the federal government invest \$2 billion per year over 10 years — not 11 years, as promised in Budget 2017 — in public transit. Ongoing, predictable funding is crucial if provincial and municipal transit authorities are to engage in long-term systematic planning.

The government should deploy a climate lens, favouring initiatives that promise the greatest emissions reductions. These will often be electrified services such as light rail.

The federal government should contribute 50 per cent of new projects funding — especially important for smaller transit systems that, absent this level of support, could find it difficult to provide such services.

### **Contact**

Gideon Forman  
Transportation Policy Analyst, David Suzuki  
Foundation  
gforman@davidsuzuki.org



Photo: Jed Dela Cruz