

**Response to the  
Resolutions of the  
Union of British Columbia Municipalities**

**February 2023**

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## Extraordinary Resolution

### **ER1 Extraordinary Resolution to Pursue Amendments to the Union of British Columbia UBCM Executive Municipalities Act**

Whereas the Union of British Columbia Municipalities (UBCM) is incorporated pursuant to the Union of British Columbia Municipalities Act 1, S.B.C. 2006, c. 18 (the “UBCM Act”) for the purpose of “representing in one organization the various municipalities of the Province”, despite serving a diverse membership of municipalities, regional districts, and Indigenous communities from across BC;

And whereas the UBCM Executive approved a review of the organization’s governance documents in its 2021 workplan, endeavouring to:

- address out-of-date and unclear references to organizational practices and legislative cross-references within the Act;
- identify errors, inconsistencies, and incompatibilities within the UBCM Act, Bylaws, Executive Policies and Conference Rules and Procedures; and
- ensure that the above referenced governance documents are current, inclusive, clear, and compatible within the organization’s tiered structure of governance;

And whereas the UBCM Bylaws require that any request to the Province for an amendment to the Act may only be made pursuant to Extraordinary Resolution duly adopted by the membership:

Therefore be it resolved by Extraordinary Resolution that the UBCM Executive be authorized to petition the Provincial Legislature to support a Bill that would update the UBCM Act, while not departing from its intent and basic objects, in order to modernize:

- a) language that narrowly defines the UBCM membership, including but not limited to “municipal” and “municipal” government, to better reflect the breadth of the UBCM membership and foster inclusivity;
- b) out-of-date provisions and provisions that no longer reflect organizational practice; and
- c) section 7 of the UBCM Act, streamlining provisions by simplifying the incorporation by reference of outside statutes, and amending references to outdated legislation.

#### **RESPONSE: Ministry of Municipal Affairs**

Government appreciates the importance of aligning the UBCM Act with current organizational practices and ensuring that the Act is modern and inclusive.

Ministry staff are undertaking work on this issue in partnership with UBCM staff, examining opportunities to modernize the language in the Act and streamline complicated legislative references where possible. Work to date has also included discussions with UBCM staff on how to best approach including references to UBCM’s First Nations members within the Act.

As with any proposed legislative change request, timing of these changes to the Act depends on the legislative agenda for upcoming legislative sessions and how this request fits within government’s legislative priorities.

## Special Resolution

### SR2 Opioid and Overdose Crisis

### UBCM Executive

Whereas in April 2016, the Provincial Health Officer declared a public health emergency due to drug- related overdoses and deaths in BC;

And whereas BC communities are facing unintended financial and social consequences related to overdose prevention and supervised injection and inhalation sites including: additional security needs; cleanup of needles, drug paraphernalia, garbage, and human waste; and impacts on businesses and surrounding neighbourhoods:

Therefore be it resolved that UBCM ask the provincial government and health authorities to include funding and staff for security, clean-up, and social services at harm reduction locations and surrounding neighbourhoods and businesses in BC communities;

And be it further resolved that the provincial government share the \$150 million settlement from Purdue Pharma Canada with local governments in recognition that there are financial consequences due to the opioid and overdose crisis that are currently being covered by local budgets, and local police, fire and bylaw departments.

#### **RESPONSE: Ministry of Mental Health and Addictions**

Our government is committed to bringing an end to the toxic illicit drug crisis which is currently claiming six lives every day in our province. While we are escalating harm reduction measures to save lives, we understand that local governments and members of the public may be concerned about safety and social impact when it comes to the location of overdose prevention and supervised consumption services. Balancing the neighbourhood safety and security with the urgent and increasing need for mental health and substance use services is ongoing work.

Ministry staff are actively working with overdose prevention service providers and local governments to address local level concerns, including potential neighbourhood impacts. Any time there are safety concerns, measures are put in place to make sure the community is as safe as possible, while also making sure people who need lifesaving supports receive them.

The settlement agreement of \$150 million will be recovered as part of the class action lawsuit, agreed to by all provinces and territories and subject to final approval by the courts. Class Counsel has retained an expert to determine how, on a principled basis, the funds should be allocated, and we are currently in discussions with all provinces and territories on that allocation.

In the meantime, the province continues to confront this emergency from every angle, making the large, systemic changes necessary to turn the tide on this crisis. There is more to do, and we won't stop working until we turn this crisis around.

**SR3 Provincial Responsibility for Flood Protection****UBCM Executive**

Whereas climate change has led to an increased frequency and severity of extreme weather emergencies and disasters, including flooding events;

And whereas recent events have provided further evidence that BC local governments do not have the financial or human resources to conduct all necessary work (e.g. maintenance and repair of key infrastructure) in order to effectively address flood risks:

Therefore be it resolved that the Province of British Columbia significantly increase its level of funding and assume greater responsibility for flood preparedness and mitigation.

And be it further resolved that this increased role in flood protection include the Province being re- established as diking authority in all local governments.

**RESPONSE: Ministry of Forests**

Decisions on floodplains and holistic local approaches to flood risk reduction are stronger when made in the context of relationships and values at the community-level along with support and guidelines from the Province.

The Province works closely with local authorities, First Nations and other government partners to address flood risks. This includes an investment of \$123 million for over 300 flood risk reduction projects in the last five years through programs such as the Community Emergency Preparedness Fund (CEPF), Adaptation, Resilience and Disaster Mitigation Program (ARDM) and National Disaster Mitigation Program (NDMP). The Province will continue to explore enhancements to flood mitigation funding opportunities for local governments, including opportunities that leverage federal government programs to improve flood resilience in B.C.

Authorities for most regulated dikes in B.C. date back to when they were constructed, decades ago. This placed authority for inspection and maintenance with local diking authorities, with costs for design and construction often shared across local, provincial, and federal levels. A 2003 amendment to the Dike Management Act did not change dike authorities, but gave the responsibility of approving subdivisions, floodplain bylaws and variances to local governments.

The B.C. Flood Strategy Intentions Paper was released on October 20th, 2022. Over the fall, the Province with Alderhill Planning and the SFU Centre for Dialogue engaged a total of 233 participants, of which 48 identified as Indigenous. Engagement with First Nations and local governments were held together based on B.C.'s water basins and Indigenous language families to explore options for a potential new flood risk reduction paradigm. Engagement also included stakeholders and other partners to address concerns and barriers related to dike management.

The Province is committed to continue to work collaboratively with local governments, First Nations and other partners to explore and implement a broad range of flood risk reduction options. A combination of flood protection alongside flood accommodation, risk avoidance and community-led retreat will lead to higher levels of resilience.

## Section EB

### B8 Provincial Car Program

### Okanagan-Similkameen RD, Penticton

Whereas Car 40 Programs, which aim to support the diversion of those suffering with mental health issues from the criminal justice system, and reduce patrol response and unnecessary hospital admissions have been successful in a variety of formats across the Province since 1978;

And whereas a Provincially integrated and funded Car 40 program would provide consistency to communities seeking new ways to support the health and safety of their residents:

Therefore be it resolved that UBCM request the Province support an integrated Car 40 Program with appropriate and sustainable funding.

#### **RESPONSE: Ministry of Mental Health and Addictions**

People experiencing mental health crises need urgent and appropriate care and support to keep them safe. How we respond to a mental health crisis impacts a person's healing and recovery outcomes.

The Ministry of Mental Health and Addictions (MMHA) continues to work alongside the Ministry of Public Safety and Solicitor General (PSSG), across government, and with communities to help connect people experiencing mental health crises to the right services and supports. The province supports a variety of initiatives to ensure that there are more trained front-line workers to help people in crisis.

As part of the Safer Communities Action Plan announced on November 20, 2022, the province will establish a new \$3-million fund for integrated mobile community crisis response by police and healthcare workers in communities throughout BC. This new funding will complement the Car programs and other similar programs that already exist throughout the province, including in Kamloops, Kelowna, Prince George, Fort St. John, Terrace, Surrey, Richmond, Vancouver, the North Shore, and the Capital Region. An application process will be established for communities to apply for funding.

MMHA, PSSG, and BC's health authorities are committed to working with police and the community to continue to identify and implement effective solutions for people who require urgent mental health support.



**EB9 Mental Health Crisis****Williams Lake**

Whereas there is a verifiable mental health crisis in our province that is exacerbated by insufficient funding and options for mental health supports in rural communities;

And whereas this is compounded by the opioid crisis and homelessness:

Therefore be it resolved that UBCM lobby the provincial government and health authorities to provide increased support and funding for mental health, including a place to properly discharge patients to access ongoing supports.

**RESPONSE: Ministry of Mental Health and Addictions**

[\*A Pathway To Hope\*](#) lays out a roadmap to transform the mental health and substance use system of care so all people living in British Columbia have access to care they need, when they need it, including in rural communities.

In Budget 2021, the province committed \$500 million over 3 years to address the opioid crisis and improve access to mental health and addictions services. Budget 2022 continued investment from prior years in Pathway to Hope initiatives, as well as new investment to address homelessness: \$164 million over three years to establish new complex care housing services that will meet the needs of people with significant mental health and substance use challenges along with other challenges like acquired brain injury or developmental disability.

The Province invests in community-based services that help connect people to ongoing supports. Examples include:

- Civilian-led mobile crisis response teams like Peer Assisted Care Teams, which are being expanded through the Safer Communities Action Plan
- Assertive Community Treatment teams which provide community-based, recovery-oriented services for individuals with complex mental health and substance use challenges
- Substance use treatment teams that help people stay connected to health care services, treatment and recovery

We are also investing in opening new community-based services like Foundry, which offers young people aged 12-24 access to mental health and substance use support, primary care, peer support and social services.

**EB10 Overdose Prevention Site Security and Cleanup****Campbell River**

Whereas the provincial government has implemented a harm reduction policy involving a broad range of interventions to help keep people alive and safe, including overdose prevention sites and safe injection sites;

And whereas some individuals who utilize the services of the overdose prevention sites and safe injection sites leave under the influence of drugs which can lead to disorderly behaviour, urination, defecation, illegal camping, and safety issues which have a negative impact on businesses and residences in the surrounding area:

Therefore be it resolved that UBCM lobby the provincial government and the federal government to provide a funding stream to cover the additional security and cleanup costs related to overdose prevention sites and safe injection sites, and any other social services related to people experiencing addiction and/or mental health issues.

**RESPONSE: Ministry of Mental Health and Addictions**

Each day in our province, six loved ones are losing their lives to the toxic drug crisis. Our government is enhancing harm reduction measures to save lives through unprecedented investments, including \$430 million over the next three years, committed through Budget 2022.

The number of overdose prevention sites has significantly increased – from one site in 2016 to 42 in September 2022. From January 2017 until September 2022, there were more than \$3.3 million visits, more than 22,816 overdoses responded to and survived, and zero deaths. Overdose prevention sites also provide opportunities for clients to connect with broader care pathways and social services.

Ministry of Mental Health and Addictions works closely with overdose prevention service providers and municipalities to identify and mitigate local level concerns, including potential neighbourhood impacts. Many providers of overdose prevention services do provide community cleanup and have ambassadors who work to mitigate community impacts.

Our government will continue escalating our response to the overdose emergency to save lives, while we build a system of care where services are always within reach of those who need them, and everyone feels safe and supported in their community.

**EB11 Extreme Heat Response****Delta**

Whereas the BC Coroners Service attributes 526 deaths to the extreme heat events experienced in southern BC between June and August 2021;

And whereas municipalities are on the front line in responding to extreme heat events in terms of providing cooling centres, communicating with the public, outreach to vulnerable citizens, and providing other heat mitigating measures such as misting stations and water sources;

And whereas there is currently no mechanism for local governments to receive provincial support for these efforts:

Therefore be it resolved that UBCM request that the provincial government recognize extreme heat events as public health emergencies, similar to the Extreme Weather Response program, and fund local government response measures to ensure the public has access to cooling centres and other assistance during extreme heat events.

**RESPONSE: Ministry of Emergency Management and Climate Readiness**

Government recognizes the public safety risks associated with extreme heat in British Columbia. The Province has developed policies to cover local government costs for the operation of cooling centres, staff wages and overtime, water distribution, and transportation to and from cooling centres, when heat criteria are met. The Province is interested in working with local governments to improve these policies for future events.

In addition, the Province has launched the BC Heat Alert and Response System (BC HARS), released the PreparedBC Extreme Heat Preparedness Guide, supported First Nations and local authorities by creating a new extreme heat funding stream under the Community Emergency Preparedness Fund, and provided guidance and funds for First Nations and local governments to proactively open cooling centers. British Columbia is also the first jurisdiction in Canada prepared to launch the Alert Ready system to warn the public of an extreme heat emergency.

**EB13 Advocacy for Liveable Income Support Programs****Victoria**

Whereas adequate incomes are essential for the wellbeing of community members and families;

And whereas the current level of Income Assistance is not sufficient to cover the cost of the necessities of life, a problem made worse by sharp increases in the cost of housing, food, transportation and other human needs:

Therefore be it resolved that the Province of British Columbia revise provincial Income Assistance programs to provide a liveable income for seniors, people with disabilities, and community members living in poverty.

**RESPONSE: Ministry of Social Development and Poverty Reduction**

Government is committed to its the Together BC poverty reduction strategy, which was released in 2019. The strategy has legislated targets to reduce overall poverty rates in B.C by 25% and child poverty rates by 50% by 2024. BC has met these targets by raising income and disability assistance rates by \$175 per adult, doubling the amount of the seniors' supplement, implementing the BC Family Benefit (formerly B.C Child Opportunity Benefit), increasing earnings exemption limits and making targeted investments to address housing and homelessness in the province.

Despite this progress to date, the Province recognizes that more work needs to be done to address poverty. The COVID-19 pandemic, and more recently, the increase in the rate of inflation has had an unprecedented impact on people everywhere. More work is needed to reduce the depth of poverty for those still living in poverty and address specific populations who face high rates of poverty, including persons with disabilities, seniors, and Indigenous Peoples.

The Ministry of Social Development and Poverty Reduction (SDPR) is planning engagement to update the strategy by 2024, to meet the requirement of the *Poverty Reduction Strategy Act* that government must update the poverty reduction strategy every five years. As part of this work, SDPR is also looking at opportunities to review and modernize the two Acts that govern the BC Employment and Assistance (BCEA) program. This review will focus on the underlying rules that serve as barriers to applicants and recipients of assistance and on bringing the program into alignment with government's commitments to poverty reduction, equity, and reconciliation.

**EB22 Expanding the Child Care Sector Workforce****Burnaby**

Whereas access to a quality child care system is key to the health and development of children;

And whereas access to a quality child care system supports families and is key to BC's economic recovery;

And whereas qualified Early Childhood Educators play a critical role in the advancement of a universal child care system;

And whereas qualified Early Childhood Educators deserve to be compensated commensurate with their education and experience, including access to benefits and pension plans:

Therefore be it resolved that the UBCM urge the provincial government to accelerate its Early Care and Learning Recruitment and Retention Strategy including implementation of a publicly funded, competitive and equitable wage grid for Early Childhood Educators that:

- recognizes staff qualifications and experience;
- creates a barrier-free path with specific supports for those who currently work in the child care sector without formal qualifications (i.e. family licensed childcare) to obtain an early childhood educator (ECE) credential; and
- provides wages, benefits, and working conditions that are competitive with other positions with similar education, experience and responsibilities;

And be it further resolved that the provincial government work with locally-based child care organizations to implement a wage grid that aligns with the business operations and staff compensation plans of these organizations;

And be it further resolved that UBCM urge the provincial government to expand the implementation of 24 hour and extended hour child care centres to improve access to affordable and quality child care;

And be it further resolved that UBCM urges the Ministry of Education and Childcare to support and coordinate engagement and collaboration with local governments interested in and/or experienced with child care planning and research to inform the strategy of local needs and context.

**RESPONSE: Ministry of Education and Child Care**

In 2018, Government launched the Early Care and Learning Recruitment and Retention Strategy. Since that time, Government has advanced its goals under this strategy by committing almost \$620M through to the end of the 2024/25 fiscal year towards workforce initiatives. This includes supports for education and training, wage enhancements, reducing barriers to ECEs trained in other jurisdictions, and support for ongoing professional development.

A key goal under the ChildCareBC Plan is addressing long-standing issues around compensation in the sector. Through a partnership with the Government of Canada, the Province has committed to develop and implement a wage grid for ECEs in British Columbia. This work will take time to get right.

Recognizing that wage pressures for ECEs are immediate, Government has increased the existing ECE Wage Enhancement to \$4 per hour and expanded eligibility to include all ECEs directly employed by and working in licensed child care facilities. The wage enhancement serves as an integral step towards ensuring ECEs are recognized as professionals and fairly compensated for their important work.

**EB24 Affordable Housing Support for Rural Areas****Islands Trust**

Whereas the Province of British Columbia has implemented the “Homes for BC: A 30-Point Plan for Housing Affordability in British Columbia”;

And whereas the Plan largely benefits urban areas that have better access to both resources and support services than rural areas:

Therefore be it resolved that UBCM call upon the Province of British Columbia to provide funding and support to local governments to facilitate affordable housing projects in rural areas in British Columbia.

**RESPONSE: Ministry of Housing**

Government is committed to supporting and working in partnership with small, rural and remote communities to deliver affordable housing that meets their long-term housing needs.

To facilitate affordable housing projects, there are several BC Housing programs that local governments throughout BC can access. BC Housing’s Community Housing Fund supports the development of affordable rental homes for low to moderate income families, independent seniors, and individuals across British Columbia. The HousingHub seeks innovative partnerships to create affordable rental housing and ownership opportunities for middle-income households. HousingHub can provide access to pre-development funding, low-cost financing, expertise and advice on the planning and development process, and project coordination services. BC Housing programs aim to be regionally equitable.

Government recognizes that housing requires an “all-hands-on-deck” approach. The Rural and Northern Communities (RNC) Program is an example of how the Province partnered with the Government of Canada to ensure the infrastructure priorities of British Columbia’s small, rural and remote communities are met. However, the last and final intake for the RNC Program has closed in 2022.

The Province is also currently working closely with Canada to develop an Urban, Rural and Northern Indigenous Housing Strategy.

**EB25 Affordable Housing****NCLGA Executive**

Whereas BC local governments are now required to do a Housing Needs Assessment every five years, and these Assessments are now showing that there is a lack of affordable housing in communities across BC;

And whereas the most recent UBCM Housing Report shows that development is increasing at the rate of the population growth;

And whereas housing remains under the provincial jurisdiction with BC Housing is responsible for the Provincial strategic housing action plan;

And whereas the rising cost of housing is making homeownership impossible for low income households:

Therefore be it resolved that UBCM lobby the Province of BC to ask that BC Housing develop strategies including, but not limited to, building incentives for rural, remote and northern communities, so as to entice affordable housing in all areas of the Province.

**RESPONSE: Ministry of Housing**

The Province is looking at innovative ways of increasing the supply of affordable housing. Local governments are encouraged to partner with BC Housing and can do this in a variety of ways, including providing city-owned land or waiving development cost charges.

BC Housing works to achieve regional equity for housing programs. Over 60 per cent of Building BC projects have been located outside Metro Vancouver and the Capital Regional District. While all Building BC programs are fully allocated for this year, BC Housing welcomes conversations regarding future funding opportunities on an on-going basis.

Local governments may also be interested in BC Housing's HousingHub, which seeks innovative partnerships to create affordable rental housing and homeownership options for middle-income households. HousingHub works collaboratively with an array of industry groups to facilitate land, equity, financing, and development opportunities to create new affordable housing. In April 2021, Government announced \$2 billion for HousingHub to deliver an additional 8,800 units of affordable housing.

As part of Budget 2022, Government announced an additional \$166 million for housing over the next three years, with \$100 million advanced to build mixed-income housing for low-income families and seniors sooner than originally planned, along with additional resources for the HousingHub to keep up with the growing demand for development.

**EB26 Encouraging Safe and Affordable Housing****Prince Rupert**

Whereas the availability of safe and affordable housing is an ongoing crisis in Canada that is worsening and which requires urgent and bold action;

And whereas secondary suites are often not built with permits or registered with local governments because owners may wish to avoid paying income tax on the suite revenues, resulting therefore in some secondary suites not being built or being built unsafely without permits:

Therefore be it resolved that UBCM request the provincial and federal governments provide tax exemptions for all income derived from the long-term rental of secondary suites as a measure to encourage the provision of safe and affordable housing.

**RESPONSE: Ministry of Finance**

Safe and more affordable housing is a priority for our government as evidenced by our 30-point housing plan and our work throughout the province with municipalities to create the types of homes people can afford to rent or buy.

The design of the tax system balances fairness, competitiveness, efficiency, administrative simplicity, and economic objectives.

Under the federal *Income Tax Act* (Canada), rental income is considered income from property and is included in an individual's taxable income for the purpose of calculating income tax. The *Income Tax Act* (Canada) makes no distinction between rental income from secondary suites and rental income from other types of housing.

Under the *Canada-BC Tax Collection Agreement*, BC agrees to use the same tax base as the federal government, including the inclusion of rental income for the purpose of calculating an individual's income. Therefore, you may wish to share your suggestions regarding tax exemptions for income derived from secondary suites with the Department of Finance Canada for their consideration. Contact information can be found online at: <https://www.canada.ca/en/department-finance/corporate/contact-us.html>.



**EB27 Safe and Clean Affordable Housing****Port Alberni**

Whereas the Ministry of Social Development and Poverty Reduction funds housing for low income clients; And  
whereas the clients often arrange for monthly payments of rent directly to the landlord;

And whereas these forms of housing often do not meet minimum safety and cleanliness standards:

Therefore be it resolved that the UBCM urge the provincial government to ensure they are funding clients to live in safe and clean affordable housing.

**RESPONSE: Ministry of Housing**

Ensuring British Columbians have access to well-built, safe, affordable, and functional housing is a key priority for the Province. This includes ensuring that lower income individuals and families and clients of the Ministry of Social Development and Poverty Reduction have access to safe and clean affordable housing.

Through the BC Building Code, the Province regulates how buildings are constructed and renovated. The BC Building Code sets minimum requirements for health, safety, accessibility, fire and structural protection, as well as energy and water efficiency. The BC Fire Code provides additional fire safety requirements in existing buildings and facilities. BC codes, which are based on model national codes, are updated every five years in part to address emerging health and safety issues.

Rules that govern standards of maintenance for rental buildings fall under the *Residential Tenancy Act* (RTA). Under the RTA, a landlord must provide and maintain a rental property in a state that is suitable for occupancy by a tenant and meets health, housing, safety and building standards required by law. The “health, safety and housing standards required by law” referred to in the RTA include standards of maintenance bylaws that are established and enforced by local governments. If a landlord is not upholding their obligations under the RTA, a tenant may apply to the Residential Tenancy Branch for dispute resolution and request that the arbitrator order the landlord to fulfill their responsibilities for maintaining the rental property.

Government is continuing to focus on delivering safe, affordable housing across the housing continuum. Since 2017, under the 10-year housing plan, [Homes for B.C: A 30-Point Plan for Housing Affordability in British Columbia](#), more than 40,000 units of new affordable housing are complete or underway in over 100 communities across BC. This includes over 6000 units for the homeless.

**EB28 Aid for Elderly Renters****Richmond**

Whereas BC Housing's Shelter Aid for Elderly Renters program is an important support within the housing continuum for many seniors, and where provincial funding for the program has remained stagnant since 2018;

And whereas BC Housing's Shelter Aid for Elderly Renters program provides much needed rental subsidies for low-income seniors, yet the program's current rent ceilings and monthly payments do not reflect increasing housing costs for renters in many communities;

And whereas local governments are committed to increasing housing choices for all residents and low-income seniors are a key demographic, increasingly in need of affordable housing and other forms of financial assistance:

Therefore be it resolved that UBCM urge the Government of British Columbia to provide an increase to the maximum rent ceilings and monthly payment amounts through BC Housing's Shelter Aid for Elderly Renters program;

And be it further resolved that the Province ensure that BC Housing's Shelter Aid for Elderly Renters program will receive regular increases to its maximum rent ceilings and monthly payments in subsequent years.

**RESPONSE: Ministry of Housing**

The provincial government is committed to supporting seniors by offering programs and services that meet their diverse needs. In 2022/23, the Province will spend \$63.1 million on Shelter Aid for Elderly Renters (SAFER) to help over 24,000 senior households pay market rent for their homes. We know SAFER enrollment has increased steadily in recent years. Recognizing this need, in 2018, the Province invested an incremental \$46 million a year to expand the eligibility requirements, increased the maximum rent ceilings, and added a third rental zone under the SAFER and Rental Assistance Programs (RAP).

Government recognizes that the COVID-19 pandemic and global economic inflation has put increased pressure on fixed income senior households. Government has safeguarded affordability by limiting rent increases for 2023 to two per cent, significantly below inflation, and increased the Climate Action Tax credit for low- and moderate-income British Columbians. In addition to assisting seniors to age in place by providing rent supplements, Government has invested \$1.9 billion to build 14,350 units of affordable rentals with a focus on seniors and families through the BuildingBC Community Housing Fund. To date, over 9,000 units are complete or underway through the CHF.

BC Housing also operates several additional programs that provide housing and support services to seniors in British Columbia. The Rebate for Accessible Home Adaptations (BC RAHA) program provides seniors or their landlords a grant up to \$17,500 for eligible home adaptations for independent living. The Seniors' Supportive Housing Program provides housing and support services to older adults, seniors and people with disabilities who can live independently with some assistance, but who are not eligible for assisted living or a greater level of care. The Independent Living BC Program is a subsidized, assisted-living program that provides housing with support services to seniors and people with disabilities. The program is offered in partnership between BC Housing, provincial health authorities, the Canada Mortgage and Housing Corporation and both non-profit and private-market housing providers. The Ministry of Social Development and Poverty Reduction also provides up to \$100/month senior's supplement for very low-income seniors.

**EB29 Legal Aid Funding for Tenancy Issues****Victoria**

Whereas the provincial government has pledged to alleviate the rental housing crisis, strengthen tenant protections, and expand the efficacy of the Residential Tenancy Branch;

And whereas BC is in the midst of a housing crisis which has pushed many tenants into vulnerable living situations and legal aid funding for tenancy issues would provide tenants with a fair opportunity to participate in the adjudication of their tenancy issues:

Therefore be it resolved that UBCM advocate that the provincial government reinstate the funding of poverty law legal aid for tenancy issues.

**RESPONSE: Ministry of Attorney General**

The Province provides funding for four community law clinics and four specialized legal clinics across British Columbia. The Housing Legal Clinic, one of the specialized legal clinics, provides information, advice, and representation for housing law matters including but not limited to, judicial review applications of Residential Tenancy Branch (RTB) decisions at the BC Supreme Court, enforcement of RTB monetary orders at small claims court, and housing situations that fall outside of the *Residential Tenancy Act*. The community law clinics provide legal services for a number of community law matters, including tenancy issues.

In addition, the Province co-funds four poverty law advocates who provide free legal information, advocacy and representation to low income people in the community for poverty law matters, including tenancy issues.

Government remains committed to increasing access to justice for British Columbians.

**EB30 Expanding BC Manufacturing and Construction of Wood-Frame Housing****Vancouver**

Whereas BC is facing both a climate emergency and a housing affordability crisis and one of the most affordable forms of new built single-family and multi-family housing is pre-fabricated wood-frame housing, typically taking one-half the time to construct and costing one-third to one-half the cost of concrete construction;

And whereas BC is in the enviable position of having a supply of second-growth wood that could be utilized for a sustainable value-added industry in the manufacture of Passive House standard, wood-frame pre-fabricated modular housing:

Therefore be it resolved that UBCM urge the Government of British Columbia to enable, support and promote the development of a zero-carbon standard, wood-frame modular housing manufacturing industry in BC, including by modifying the BC Building Code and BC Step Code to enable quicker permitting and approval of prefabricated wood-frame housing and by encouraging BC Housing to utilize BC-produced prefabricated wood-frame housing wherever possible in its projects.

**RESPONSE: Ministry of Housing**

The Province is committed to making new buildings zero carbon ready by 2030 and net-zero energy ready by 2032. The Ministry is proposing to introduce an opt-in Building Carbon Pollution Standard which local governments may reference in their building or zoning bylaws and raise minimum energy efficiency requirements by 20 per cent.

CSA A277 certified modular homes, panels, and modules are an accepted type of construction under the British Columbia Building Code. Local governments already have the authority to administer and enforce Code requirements within their jurisdiction, which includes the issuance of building permits. There are examples of local governments offering incentives and fast-tracking permits for energy efficient construction.

The Province's [Mass Timber Action Plan](#) supports prefabrication and modular design and construction as all mass timber structural systems are prefabricated. The [Mass Timber Demonstration Program](#) provides funding for incremental costs in the design and construction of buildings that demonstrate emerging or new mass timber or mass timber hybrid systems and construction processes. Prefabrication is a feature of the design and construction for some projects.

**EB31 Training of BC Workers in Deep Energy Retrofits and Climate-Smart Construction****Vancouver**

Whereas BC is facing both a climate emergency and a housing affordability crisis;

And whereas the most affordable housing is that which is already standing, the most affordable of which is aging and in need of climate-smart retrofits which retain embodied emissions, provide resilience in extreme weather and reduce GHGs;

And whereas training workers in deep energy retrofits and construction of deeply affordable climate-smart housing, including installing solar panels, solar hot water systems and heat pumps, would help alleviate currently long installation and construction wait-times and enable a faster pace of construction of climate-smart buildings and energy retrofits needed to achieve our climate emergency goals:

Therefore be it resolved that UBCM urge the Government of BC to increase support and funding for trades training programs in deep energy retrofits, including installing solar panels, solar hot water systems and heat pumps, and training in the construction of climate-smart buildings including mass timber, Passive House standard and pre-fabricated net-zero-energy wood-frame modular buildings.

**RESPONSE: Ministry of Post-Secondary Education and Future Skills**

Retrofitting existing buildings and the construction of new buildings will be one the top contributors to job openings, with over 76,000 openings expected over the next ten years. These openings are set against a background of labour shortages and changing skills needs across all sectors: B.C. will have over 1 million job openings by 2032, 80% will need some post-secondary education, and 1/3 of all jobs, including the trades, will need to update their skill sets.

As B.C. transitions to a zero-emissions economy, the Province has committed, in its Economic Plan and in the CleanBC Roadmap, to develop a workforce readiness plan. The Future Ready Plan will proactively invest in preparing all British Columbians to benefit from a low carbon future.

In the meantime, B.C. continues to expand its investments in micro-credentials and in trades training to ensure journeypersons can respond rapidly to changing skills requirements. Government of B.C. has provided funding to the British Columbia Institute of Technology (BCIT) to establish the Zero Energy Emissions Buildings Learning Centre (ZEBLC) to support the construction and industry's transition to the Energy Step Code and revisions to the Building Code. The Province's 2022 Mass Timber Action Plan also commits to expanding education and training for people coming into the sector, as well as apprentice and journey persons, and includes the development of the new Mass Timber Construction program at BCIT.

**EB32 Cannabis Taxation Revenue Sharing with Local Governments****Daajing Giids**

Whereas BC local governments have yet to receive a share of provincial cannabis taxation revenue, despite the federal government's decision to increase the provincial share of cannabis excise tax revenue by 25 percent in recognition of the costs and responsibilities assumed by local governments;

And whereas the provincial government continues to enjoy growing taxation revenue from cannabis sales in local communities without sharing any of that revenue with local governments in spite of evidence of substantial one-time and incremental costs incurred by local governments associated with the legalization of non-medical cannabis detailed in findings from UBCM's 2019 cannabis cost survey:

Therefore be it resolved that UBCM urge the provincial government to commit to negotiating a cannabis taxation revenue sharing agreement with local governments that honours the intent of the federal excise tax revenue sharing scheme and addresses local government short- and long-term costs associated with the legalization of non-medical cannabis.

**RESPONSE: Ministry of Finance**

The Memorandum of Understanding (MOU) that was signed January 25, 2022 lays out how the Province and UBCM will work together over a multi-year period to review the local government finance system including all 20 UBCM recommendations from [UBCM's 2021 paper](#). Examining cannabis revenue sharing is part of the plan, and the working group that has been formed under the MOU process anticipates will look at cannabis revenue sharing as part of that process. Representatives from the working group (5 from UBCM and 5 provincial officials) agreed to initially focus on issues such as housing and homelessness, emergency management, transit, and community safety.

Cannabis prices appear to be declining while the legal market continues to mature, and it is difficult to make long-term revenue predictions in this period of transition. As the cannabis market matures, the Province will continue to work collaboratively with UBCM through the MOU process to promote local governments' financial resiliency.

**EB34 “Build Back Better” Funding for Critical Infrastructure**

**Abbotsford, Fraser Valley RD,  
LMLGA Executive**

Whereas the Province of BC completed a Preliminary Strategic Climate Risk Assessment for BC in 2019 that found that extreme weather events will continue to worsen across the province in coming years including heat waves and severe river flooding with extreme precipitation events continuing to increase toward 1 in 20 year events becoming 1 and 10 year events or lower;

And whereas the Minister for Public Safety and Solicitor General and Emergency Management BC have been working closely with the UBCM Flood and Wildfire Advisory Committee and local governments since mid-2019 to modernize the *Emergency Program Act* (EPA) to support local governments in responding and planning for disaster mitigation through phased-in legislative updates beginning in 2022:

Therefore be it resolved that UBCM ask that the provincial government, as part of the process of modernizing the EPA legislation, include robust and sustainable ‘building back better’ funding at 100 percent as part of the first phase of the updated EPA legislation in 2022, and additionally consider enhancing provincial grant funding for flood related infrastructure improvement.

**RESPONSE: Ministry of Emergency Management and Climate Readiness**

Government is committed to ensuring our province and the people who live here are more resilient in the event of a disaster.

Following the Atmospheric River Event from November 14 to December 2, 2021, government made significant regulation changes for Disaster Financial Assistance to better support communities recovering from disasters. As a result, Emergency Management BC modified its cost-sharing formula, so provincial contributions increase as the cost of the project goes up. The local authority will pay a minimum of 5 per cent to a maximum of 10 per cent on a per-capita cost-share model. Previously, local authorities were expected to fund 20 per cent of eligible projects. The second change was to support communities in rebuilding critical infrastructure faster, by providing a portion of a project’s estimated costs up-front instead of having communities complete projects before submitting to the Province for reimbursement. This change was intended to support necessary cash flow and help to accelerate local recovery planning.

The Province partners with communities and the federal government to invest in disaster risk reduction and climate adaptation through several funding programs that support First Nations and local governments. These programs support communities in understanding their risks and take action to reduce the impacts of events. Emergency Management BC encourages communities to apply for the relevant disaster risk reduction funding to support their communities to reduce the risks of climate-related hazards in their community.

B.C. is modernizing its emergency management legislation, with a focus on disaster risk reduction, emergency preparedness, recovery, and climate adaptation. The Province is planning to introduce the new legislation in spring 2023 to incorporate lessons learned during recent years’ severe and unprecedented weather events. The new legislation, which is being co-developed with Indigenous partners, will enable greater collaboration between the provincial government, Indigenous and local governments.

As part of modernization, the Province plans on engaging on changes to the regulations, including the Compensation and Disaster Financial Assistance regulation. Disaster Financial Assistance is currently the only program for the specific purpose of replacing infrastructure unexpectedly destroyed in an eligible disaster. As such, achieving better alignment between the rules governing this key infrastructure recovery funding source and modern principles for increasing disaster resiliency will be a key consideration for moving forward.

The federal government has also commissioned an advisory panel to review support provided to provinces and territories through the Disaster Financial Assistance Arrangements program. It is expected the panel’s recommendations will lead to updates to the program to ensure it supports disaster recovery. The Province will take any changes to the Disaster Financial Assistance Arrangements guidelines into consideration in updating the Disaster Financial Assistance Regulation to ensure that our program incorporates and reflects innovative funding approaches supported by Canada.

**EB35 Funding Model for Emergency Management Responsibilities****Central Kootenay RD,  
Nelson**

Whereas local governments across British Columbia are increasingly being impacted by severe weather events that are creating complex emergency situations;

And whereas local governments are legislated to plan for, respond to, and assist their communities in recovering from these emergencies:

Therefore be it resolved that UBCM encourage the Province of British Columbia create an annual funding model for local governments to more adequately prepare for and respond to local emergencies.

**RESPONSE: Ministry of Emergency Management and Climate Readiness**

The Province supports local governments to meet their requirements to plan for, respond to, and assist their communities in recovering from complex emergency management situations. The Province remains committed to investing in disaster risk reduction, and commends communities across the province for taking proactive steps to reduce the risks of disasters in their communities.

The Province partners with communities and the federal government to invest in disaster risk reduction and climate adaptation through several funding programs that support First Nations and local governments. These programs support communities in understanding their risks and take action to reduce the impacts of events.

Emergency Management BC encourages communities to apply for the relevant disaster risk reduction funding to support their communities to reduce the risks of climate-related hazards in their community.



**EB36 Fuel Mitigation Outside Community Boundaries****Chase**

Whereas climate change is real and causing significant changes in the way local, provincial, and federal governments do business and provide services;

And whereas the Province of BC has provided funding for Community Wildfire Protection Plans and Fire Smart programs for local governments;

And whereas the continual drying and heating of our forests in British Columbia causes wildfires to ignite much more readily and to travel at higher speeds across the forested areas:

Therefore be it resolved that UBCM request the BC Wildfire Service to take action to reduce fuel loading around the perimeter of communities in British Columbia which will work in conjunction with initiatives undertaken in communities to protect themselves from wildfires.

**RESPONSE: Ministry of Forests**

Increasing wildfire resilience is a top priority for the Province. Budget 2022 provides more than \$350 million over the fiscal plan to combat and recover from wildfires. This includes \$145 million to strengthen B.C.'s emergency management and wildfire services, and \$98 million for wildfire prevention and maintaining crucial forest service roads used to respond to wildfires.

An additional \$90 million is for continuation and expansion of the FireSmart Community Funding and Supports category of Community Resiliency Investment program to support homeowners and communities to take action to increase wildfire resiliency. The Province has also committed ongoing funding and resources for the Crown Land Wildfire Risk Reduction program, increasing the annual budget to \$40 million to help reduce risk on Crown land and support community and landscape resiliency.

**EB37 FireSmart Program Improvements****Rossland**

Whereas the FireSmart Mitigation Rebate program, funded by the provincial CRI FireSmart Community Funding and Supports Program is a useful and popular component of municipal FireSmart hazard mitigation programs and the current reimbursement maximums were set, and have remained unchanged since program inception, in 2019:

Therefore be it resolved that UBCM ask the provincial government to review the guidelines restricting reimbursement maximums to 50 percent of eligible costs, to a maximum of \$500 per property, with consideration to increasing these financial incentives to motivate more property owners to participate in the Firesmart rebate programs offered by local governments.

**RESPONSE: Ministry of Forests**

The B.C. government strongly supports the efforts of local governments and First Nations to reduce wildfire risks in and around their communities by completing fuel management projects, developing Community Wildfire Resiliency Plans and implementing FireSmart principles.

As part of Budget 2022, the B.C. government invested \$90 million to expand and continue the FireSmart Community Funding and Support program to help homeowners and communities to take action to increase wildfire resiliency.

Based on participant feedback, several key changes have been made to the 2023 FireSmart Community Funding and Supports Program including funding extensions, streamlined applications and reporting, and more incentives for home and property owners to increase wildfire resiliency. Approved applicants can use grant funding to offer local rebate programs to residential property or homeowners that complete eligible FireSmart activities on their properties. The 2023 program has an increased rebate limit to \$1,000, up to 50% of the total cost of the eligible activities.

Applicants can also increase local capacity by applying for funding for FireSmart positions to expand community emergency management capacity, structure protection training and new equipment for communities and homeowners.

**EB38      Legislation Requiring Underwriters to Recognize Fire Apparatus in Excellent Working Condition or that can be Upgraded**

**Central Kootenay RD**

Whereas Fire Underwriters Survey recommends to underwriters and requires fire apparatus replacement after an arbitrary length of service regardless of its mechanical condition or actual service hours for fire insurance grading purposes without regard of the fiscal impact on small and rural local governments and its ratepayers;

And whereas UBCM has endorsed resolutions over the last 15 years to petition the Province of British Columbia to advocate Fire Underwriters Survey to change its arbitrary and unsustainable requirements and the Province has repeatedly responded by stating that it does not have a role or influence on the content of the Fire Underwriters Survey, nor the determinations made with respect to the use of those determinations by the member companies of the Insurance Bureau of Canada who subscribe to this service, in changing these requirements:

Therefore be it resolved that UBCM petition the Province to introduce and adopt legislation that requires all underwriters providing insurance coverage in British Columbia, to recognize and provide credit for fire insurance grading purposes, any fire apparatus that is rigorously tested and recognized to be in excellent working condition or that can be upgraded instead of being replaced, to reduce the fiscal impact on small and rural local governments and its ratepayers.

**RESPONSE: Ministry of Emergency Management and Climate Readiness**

The Province does not have a role in the Fire Underwriters Survey process of setting rates and gradings for fire apparatus. However, the Office of the Fire Commissioner, on behalf of the Province, has committed to facilitating a discussion with the UBCM and the Fire Underwriters Survey to ensure local governments can access clear information on the rationale used in determining the Fire Underwriters Survey fire equipment rating system.

The Province recognizes the challenges that small and rural communities face in delivering suppression services, as well as replacing and maintaining fire service equipment such as fire trucks. Through the Office of the Fire Commissioner, the Province has been conveying these concerns and the desire to extend insurance beyond 20 years for well-maintained and low mileage fire apparatuses.

For reference, the Fire Underwriters Survey has published a technical bulletin called *“Insurance Grading Recognition of Used or Rebuilt Fire Apparatus”* and can be located on their public webpages at <https://fireunderwriters.ca/Downloads>. The bulletin outlines the standards that are referenced and used in the grading process. The document acknowledges that small and rural communities that are utilizing used fire apparatuses may have challenges meeting the strict standards and outlines additional options and steps that communities can take to extend the certified life span of a fire apparatus to 30 years.

The Office of the Fire Commissioner, Fire Underwriters Survey, and UBCM met in April 2022 and again in July 2022 to discuss this issue. The Office of the Fire Commissioner and UBCM will be scheduling future meetings with the Fire Underwriters Survey to continue their conversations.

**EB39 Dike Work Permitting Process****New Denver,  
Salmo**

Whereas in order to realistically facilitate the repair and maintenance of dikes during the annual 'fish window', many local governments and communities find the lack of provincial funding and the current dike work Permitting Process onerous, lengthy and conflicting;

And whereas the Ministry of Forests, Lands, Natural Resource Operations and Rural Development Diking Authority, and the federal Department of Fisheries and Oceans often have contradictory requirements in the dike work Permitting Process:

Therefore be it resolved that UBCM encourage the Ministry of Forests, Lands, Natural Resource Operations and Rural Development Diking Authority, and the federal Department of Fisheries and Oceans to work collaboratively together to streamline the Permitting Process and work together to create a standard, shared step-by-step checklist for the process, along with guidelines for handling conflicting requirements;

And be it further resolved that the Province accept responsibility for funding dike maintenance in order to bring BC dikes up to regulatory requirements and proactively forestall catastrophic dike failures during weather events and spring freshet;

And be it further resolved that the Province take on flood mitigation projects more generally, including upstream risks outside of municipal jurisdiction.

**RESPONSE: Ministry of Forests**

The Province remains interested in supporting local governments by improving the timeliness of provincial authorizations under multiple pieces of legislation. *Water Sustainability Act (WSA)* authorizations have received significant attention with increased staffing for high application volume regions as well as prioritizing decisions that relate to health, safety, and public infrastructure. Influxes of provincial and federal flood infrastructure funding, such as in 2020/21, increased pressures the various staff responsible for authorizations under the *Land Act*, *Wildlife Act*, *Dike Maintenance Act (DMA)* and the *WSA* to support related applications and decisions.

Authorizations to support dike maintenance or improvement works often require independent decisions under both federal and provincial legislation. While permit requirements are typically complementary to one another, in some cases, statutory decision-makers may have differences in the exercise of their independent authorities. Ministry of Forests staff work with the Department of Fisheries and Oceans staff in the review process to the extent possible, while maintaining the integrity of the review process in alignment with the regulatory decision requirements. The proponent's professionals should work with the federal and provincial regulators to address any possible differences to the extent possible as part of the application process.

Applications under the *WSA* and now the *DMA* (new as of October 17, 2022) are submitted through FrontCounter BC which adds more formality to the application content requirements and acceptance process. The Ministry of Land, Water and Resource Stewardship is also leading a Permitting Solutions initiative to advance cross sector improvements to the adjudication of complex permitting issues. As always, the reliance on qualified natural resource professionals to provide complete submissions is a critical element that will help applicants obtain timely decisions.

The Province is working across government to address flood risk. The lead for repairs and maintenance of most dikes rests with local diking authorities, stemming back to when those dikes were constructed. However, the provincial government has been working closely with First Nations, local authorities and other government partners to address flood risks and upgrade dikes. This includes an investment of \$123 million for over 300 flood risk reduction projects in the last five years through programs such as the Community Emergency Preparedness Fund (CEPF), Adaptation, Resilience and Disaster Mitigation Program (ARDM) and National Disaster Mitigation Program (NDMP).

The Province appreciates the differences across local diking authorities to fund dike maintenance work. The Ministry of Municipal Affairs supports governance-oriented discussions where there are ongoing challenges.

Engagement during the fall of 2022 on the B.C. Flood Strategy explored a potential new flood-risk reduction paradigm, including working with local governments and other partners to address concerns and barriers in dike management. Local

governments provided input into the B.C. Flood Strategy Intentions Paper through in-person and virtual engagement sessions, a survey, and written submissions.

The Province recognizes it has an important role in both leading and supporting flood risk reduction. Decisions on floodplains and holistic local approaches to flood risk reduction are stronger when made in the context of relationships, values and buy-in from the community-level, along with support and guidelines from the Province.

The Province is currently leading a project to update floodplain mapping in high risk areas that will assist local governments and First Nation communities in better understanding flood hazards. Where upstream risks to public safety are identified, the Province remains open to discussing measures that may be appropriate as part of risk reduction.

The Province will continue to work collaboratively with local governments, First Nations and other partners to explore and implement a broad range of flood risk reduction options. A combination of flood protection alongside flood accommodation, risk avoidance and community-led retreat will lead to higher levels of resilience.

**EB40 Reimbursement for Highway Rescue Services****Pemberton**

Whereas many small community volunteer fire departments and societies provide vital highway rescue services for vehicle crashes that occur on provincial highways;

And whereas reimbursement of costs under the current model leaves fire departments and local governments to absorb a significant part of the cost of providing the services:

Therefore be it resolved that UBCM request the Province revise the funding model to ensure that fire departments and societies are reimbursed for all highway rescue incidents to which they attend outside of the municipal boundaries;

And be it further resolved that UBCM request the Province to consider permitting fire departments to be reimbursed by the Insurance Corporation of British Columbia for highway rescue services.

**RESPONSE: Ministry of Public Safety and Solicitor General**

Emergency Management BC (EMBC) has prioritized road rescue and is working with local governments, fire departments, societies, and other partners involved in road rescue.

EMBC staff have reviewed the current road rescue governance and funding model in British Columbia and are undertaking a cross-jurisdictional review of road rescue to be completed by early 2023. This work will guide the Province in discussions with road rescue partners, including governance and funding models.

Work to date has included consultation with the Office of the Fire Commissioner, the Fire Chiefs' Association of BC, as well as a survey of all road rescue service providers in British Columbia along with other selected jurisdictions across Canada and the United States.

ICBC does not collect premiums, either through Basic or Optional insurance, to cover charges for highway rescue. Fire department services are currently funded through various forms of taxations, paid by residents of B.C.

**EB41 ICBC Reimbursement to Fire Departments for Highway  
Response with Taxing Jurisdiction**

**Barriere**

Whereas local government fire departments in communities that have a major highway(s) passing through them respond to highway incidents;

And whereas the cost of attending these highway incidents is borne solely by the taxpayers within the taxing jurisdiction:

Therefore be it resolved that UBCM ask the provincial government to develop a program with ICBC to reimburse fire departments that respond to highway incidents which involve non-residents/non-property owners from within the fire department's taxing jurisdiction.

**RESPONSE: Ministry of Emergency Management and Climate Readiness**

Emergency Management BC (EMBC) has prioritized working towards finding solutions for road rescue governance and funding.

EMBC staff have reviewed the current road rescue governance and funding model in British Columbia and are undertaking a cross-jurisdictional review of road rescue to be completed by early 2023. This work will guide the Province in discussions with road rescue partners including governance, funding models, and supporting policies.

Work to date has included consultation with the Office of the Fire Commissioner, the Fire Chiefs' Association of BC, as well as a survey of all road rescue service providers in British Columbia.

ICBC does not collect premiums, either through Basic or Optional insurance, to cover charges for highway rescue. Fire department services are currently funded through various forms of taxations, paid by residents of B.C.

**EB42 New Provincial Mandate and Funding for 9-1-1****Vancouver**

Whereas 9-1-1 is an essential public safety service and emergency preparedness tool, and the CRTC has mandated the rollout of “Next Generation” 9-1-1 (NG9-1-1) to move to calls to digital or IP-based infrastructure by March 1, 2025, and has communicated the need for a significant additional funding commitment from its local government service partners in 2022 and beyond, yet there is no provincially- governed agency responsible for the planning, operation and coordination of 9-1-1 services in BC;

And whereas local governments in BC are constrained in their financial revenue sources and financial capacity to fund these necessary and essential federally-mandated 9-1-1 service enhancements, and have called repeatedly for new funding sources to support local 9-1-1 services, as exist in other provinces, including adopting resolutions through the UBCM calling for a provincial wireless call-answer levy to fund local 9-1-1 service in 2004, 2009, 2011, 2012, 2019 and 2021:

Therefore be it resolved that UBCM call on the provincial government to work collaboratively with the UBCM to develop a new provincial mandate and structure for 9-1-1 service delivery, with an improved governance, funding and operational model, to help modernize and improve 9-1-1 services across BC, including the planning, operation and coordination of CRTC mandated Next Generation 9-1-1 services.

**RESPONSE: Ministry of Public Safety and Solicitor General**

Government is working to protect B.C. communities and make them stronger.

The Policing and Security Branch will be seeking Government direction to support implementation of Next Generation 9-1-1 and modernization of emergency communications service delivery in B.C. Policing and public safety reform are a priority for this government and any provincial response to the challenges facing emergency communications service delivery will take these priorities into consideration. Such a response would also involve collaboration with local governments through the Local Government Policing Modernization Roundtable or other forums established to support discussions on policing and public safety reform.



**EB43 Rural Policing****Salmon Arm**

Whereas public safety is of equal concern to both municipal and regional district residents; And

whereas rural populations are growing steadily;

And whereas provincial policing compliments have not been increased at the same rate as municipally funded positions;

And whereas lack of police resources affects rural safety and is putting a strain on municipal budgets:

Therefore be it resolved that UBCM request that the province increase the provincially funded positions immediately;

And be it further resolved that future resource allocations accurately reflect the rural demands for policing services.

**RESPONSE: Ministry of Public Safety and Solicitor General**

As part of the Provincial Government's Safer Communities Action Plan, announced November 20, 2022, the Province has approved an unprecedented, multi-year investment of approximately \$230 million to the base funding for the RCMP, as the Provincial Police Service. This funding will address existing gaps in staffing, and allow the Provincial Police Service to reach its full authorized strength of 2,602 members.

This investment will ensure adequate and effective levels of policing and law enforcement, particularly in rural, remote and Indigenous communities, and in a wide variety of specialized teams that investigate and prevent complex, violent and organized crimes.

Ministry staff are engaged with RCMP 'E' Division regarding the next steps to address the vacancies and resource pressures in specialized functions, such as Major Crime Section and BC Highway Patrol, as well as at front-line provincial detachment units.

It is important to note that this funding comes into effect April 1, 2023 and is not an increase in new member positions, beyond the authorized strength of 2,602 members.

On April 28, 2022, the Special Committee on Reforming the *Police Act* released its report and recommendations. Creating a fair and equitable shared funding model for municipalities is recommendation #6 in the report. The report recommends reviewing the funding model and considering local needs and geography of the service delivery area. The ministry has carefully reviewed and analysed the report and will take a phased approach in responding to the recommendations. The ministry will also undertake broader engagement to meaningfully address the Special Committee's recommendations.

**EB44 Alternative Crime Reduction Strategies****Powell River**

Whereas there is a perception by the public that property crime, street crime and disorderly conduct are increasing, resulting in decreases in their quality of life and their confidence in the justice system;

And whereas property crime, street crime and disorderly conduct arise from a complex set of conditions engendered by addiction, homelessness, poverty and illness;

And whereas there is a public perception that the justice system makes decisions in relative isolation from the community and views property crime as a nuisance rather than a crime creating a revolving door for repeat offenders with few funded options for alternative crime reduction strategies:

Therefore be it resolved that the UBCM work with the Province to encourage and to fund alternative crime reduction strategies including:

- Justice, Health and Social services systems, and municipal police to work more closely together;
- Provide residents, businesses, and other community members with opportunities to participate in the justice system; and
- Identifying and separating offenders who could be helped by treatment, services and supports from those who should be in jail.

**RESPONSE: Ministry of Public Safety and Solicitor General**

As part of the Provincial Government's Safer Communities Action Plan, announced November 20, 2022, ministry staff are undertaking work that includes launching new repeat violent offender co-ordinated response teams composed of police and dedicated prosecutors and probation officers, as well as expanding mental-health crisis response teams into more communities.

The ministry is supportive of alternative crime reduction strategies. Ministry staff are leading efforts to expand Situation Tables in B.C. to alleviate police workload pressures and offer appropriate supports to vulnerable populations. The goal of the program is to proactively identify vulnerable people at imminent risk and rapidly connect them to services before they experience a negative or traumatic event. Currently, there are 17 Tables active across B.C. and ministry staff is working on implementing an additional 10.

The ministry is also in the process of securing First Nations community partners for an Intervention Circle Pilot initiative, which would be a First Nation led collaborative public safety initiative. Staff are currently in various stages of engagement with four communities. The initial goal is to implement the program in two communities and evaluate the success to determine whether it should be expanded to other communities across B.C.

The ministry will take a phased approach in responding to the recommendations of the Special Committee on Reforming the *Police Act*, including the recommendation to create and appropriately fund a continuum of response to mental health, addictions, and other complex social issues with a focus on prevention and community-led responses and ensuring appropriate first response. The ministry and UBCM are co-chairing the Local Government Policing Modernization Roundtable, which meets regularly, to analyze and discuss implementing the report recommendations that impact local governments.

#### **EB45 Local Government Incentives for Climate Change Resiliency**

**Gibsons**

Whereas local governments are well positioned and well suited to take the lead on addressing climate change arising particularly from their influence over municipal operations, buildings and vehicle fleets as well as through decision on land use, transportation and infrastructure;

And whereas the Province of BC recognizes the vital role of local governments in climate action and the importance of supporting local government climate and resiliency goals with predictable funding, legislation, and actively engaging in partnerships with local governments to advance climate action in our communities:

Therefore be it resolved that UBCM ask the Province of BC, in consultation with local government leaders, to implement and make available to local governments tangible and concrete tools that will encourage and incentivize local governments to adopt measures that will mitigate the impacts of climate change within our communities.

#### **RESPONSE: Ministry of Environment and Climate Change Strategy**

In 2018, the Province introduced CleanBC - a pathway to a more prosperous, balanced and sustainable future. The CleanBC Roadmap to 2030 (the Roadmap), released in 2021, builds on this plan and charts a path for B.C. to achieve its 2030 greenhouse gas (GHG) emissions reduction targets, while laying the groundwork for achieving net zero emissions by 2050. [The B.C. Community Climate Funding Guide](#) is an all-in-one guide of funding opportunities for climate action projects in communities.

The Local Government Climate Action Program ([LGCAP](#)) is a commitment within the Roadmap, and will provide predictable, annual, and long-term funding for local governments and B.C. Modern Treaty Nations to take climate action aligned with provincial and local climate objectives.

The Community Energy and Emissions Inventory ([CEEI](#)) work to date includes the provincial framework for tracking and reporting energy and emissions at the community-wide scale. It provides an inventory of energy use and greenhouse gas emissions for buildings and solid waste sectors. Work is underway to improve CEEI granularity, presentation, and sectoral coverage. CEEI supports communities to measure, report, and track emissions as well as to develop and implement effective mitigation policies.

To further address the vital role of community level climate action and the importance of partnering to advance climate action, a series of regional workshops across B.C. (with a virtual option) are being held in January and February 2023. The key objective of this engagement is to establish priorities for the LGCAP and understand how to best work with communities going forward.

The Climate Preparedness and Adaptation Strategy ([CPAS](#)), released in June 2022, is responsive to the climate events experienced in 2021. CPAS includes foundational actions to improve data, build our capacity to understand climate risks and form partnerships for collective action. [The Climate Change Accountability Report](#) requires tracking progress and public reporting on our understanding of climate risks for the province, actions taken to manage those risks, spending and future planned action.

**EB46 Public Geoscience to Inform Decisions and ‘Build Back Better’****Chetwynd,  
Fort St. John**

Whereas BC local governments wish to make decisions about ‘building back better’ in a smart, sustainable way that creates jobs and achieves net-zero emissions;

And whereas Geoscience BC generates independent, relevant, public earth science research and data about British Columbia’s minerals, energy and water resources:

Therefore be it resolved that UBCM request that the Province of British Columbia work with Geoscience BC and the Government of Canada to continue funding for Geoscience BC to undertake critical earth science research that helps achieve net-zero emission targets, builds partnerships, creates jobs and attracts investment by:

- Investing \$5 million annually in Geoscience BC; and
- Assisting Geoscience BC to establish a sustainable long-term funding model.

**RESPONSE: Ministry of Energy, Mines and Low Carbon Innovation**

Geoscience BC provides valuable geoscience information to inform natural resource decisions and attract investment to local communities. Over the past number of years their role has evolved to support different industries as well as provincial environmental goals.

Geoscience BC has made several changes to establish sustainable long-term funding and the Province supports their efforts to be self-sustaining. The Ministry of Energy, Mines and Low Carbon Innovation has continued to support Geoscience BC through direct investment in projects of interest and will evaluate future collaboration opportunities on a case-by-case basis.

**EB47 Creating Incentives for Renewable Energy Projects****Nelson**

Whereas local governments are required to set greenhouse gas reduction targets and decarbonizing the energy supply is critical to the Province's efforts in reaching its low-carbon future as communities transition towards becoming more energy-efficient;

And whereas communities may have opportunities to create clean and renewable energy projects, such as micro-hydro, geothermal, or solar power;

And whereas such projects are typically only viable where local governments are guaranteed to be able to sell the power at a economically beneficial cost:

Therefore be it resolved that UBCM encourage the Province to restore the power purchase call program from BC Hydro to purchase local government generation at a price and term that supports the development of these renewable energy projects.

**RESPONSE: Ministry of Energy, Mines and Low Carbon Innovation**

Several of the opportunities to reduce emissions identified in [CleanBC Roadmap to 2030](#) (CleanBC) involve using clean electricity to displace carbon-emitting fuels in buildings, transportation, and in industrial sectors. Already, 98 percent of British Columbia's (B.C.) electricity generation comes from large hydro-electric facilities and other clean, renewable resources such as wind, solar, run-of-river and small storage hydro-electricity, biomass, and other alternative resources. B.C. currently has a surplus of highly-reliable, low-cost, and clean electricity, enough to move us towards our CleanBC goals in the near and medium term. As a result, a program to purchase new electricity generation from local governments would have minimal greenhouse gas emissions benefits and – at prices likely needed to support the development of local power generation – would create upward pressure on electricity rates, discouraging homes and businesses from switching from fossil fuels to electricity.

In the longer term, CleanBC policies will further increase the demand for electricity. BC Hydro and Fortis Electric, the largest electric utilities in B.C., have submitted plans to the British Columbia Utilities Commission (BCUC) outlining potential increases in electricity demand as well as resource plans that allow them to meet it. The BCUC is reviewing these plans through public processes and will ultimately decide whether or not to approve them. These decisions would then inform any future procurement or development by either utility.

**EB48 Property Assessed Clean Energy****Fraser-Fort George RD**

Whereas Property Assessed Clean Energy (PACE) Programs promote energy efficient building retrofits through loans repaid via property tax requisition, and PACE programs support the reduction of greenhouse gases, target the most inefficient buildings, and can support equity of access for those enduring energy poverty;

And whereas in 2020 the Province identified PACE as a priority and in 2021 awarded the mandate to develop a PACE Roadmap for British Columbia's Ministry of Environment and Climate Change Strategy;

And whereas PACE loans are repaid by homeowners through an addition to annual property tax bills and currently property tax bills are issued by the Province on behalf of regional districts:

Therefore be it resolved that that UBCM request that the Province prioritize the PACE initiative enabling legislation and include consideration for participation by electoral area residents of regional districts.

**RESPONSE: Ministry of Energy, Mines and Low Carbon Innovation**

The Province has been working to advance key policies for energy efficiency in buildings, as committed to in CleanBC, which were formulated to make significant headway in meeting our ambitious emission reduction targets. These policies include phasing out utility incentives for conventional gas heating equipment, introducing highest efficiency space and water heating equipment standards, implementing greenhouse gas requirements in the BC Building Code, and developing a virtual home energy rating system that will support mandatory home energy labelling at the time of sale.

The Province is considering next steps for PACE in light of energy retrofit incentives currently available in the market. CleanBC has an extensive portfolio of incentive programs to support retrofits in the residential and commercial sectors and is working to continuously improve and expand its coverage. As an example, B.C. launched the Income Qualified Program, which rather than lending money to individuals that may have difficulty with repayment, offers subsidies of up to 95% of the project costs for energy upgrades. CleanBC offers are also stackable with federal offers, including the Canada Greener Homes Loan of up to \$40,000 per household, interest-free, which was introduced in June 2022.

**EB49 Access to Energy Advisors****NCLGA Executive**

Whereas access to Energy Advisors and materials is required for communities to meet provincial policies;

And whereas there is limited access to Energy Advisors and the required materials, located in northern, rural and remote communities, to meet the implementation of provincial timelines:

Therefore be it resolved that UBCM continue to lobby the Province to secure additional Energy Advisors, make grants available and review implementation timelines for the northern, rural and remote communities.

**RESPONSE: Ministry of Energy, Mines and Low Carbon Innovation**

Energy Advisor capacity has improved province-wide in the past year, including in rural and northern communities. This trend is expected to continue as energy advisors see market opportunity with continued investments by the Province, utilities and the federal government in energy retrofit incentives.

The Province is also investing in a Virtual Home Energy Rating System, a web-based tool that will provide energy ratings remotely to homeowners as well as retrofit decision assistance linked to CleanBC incentive offers and supports. This tool will be free, accessible across the Province, and available in the next year.

As a part of its BC Building Code updates, the Province is planning to introduce a prescriptive compliance option for the BC Energy Step Code, which can be pursued without the use of an Energy Advisor. This was included specifically to address concerns raised by rural and northern communities where access to Energy Advisors is limited.

**EB50 Exterior Lighting Pollution****Coldstream**

Whereas excessive lighting causes light pollution and glare;

And whereas light pollution may have a negative impact on quality of life, contribute to adverse health effects and pose potentially harmful consequences to the natural environment by disrupting ecosystems:

Therefore be it resolved that UBCM request that the Building and Safety Standards Branch amend the BC Building Code to allow, facilitate and empower local governments to exercise control of lighting fixtures, including intensity and directionality, as part of their permitting and inspection process for all new construction and major renovations.

**RESPONSE: Ministry of Housing**

The BC Building Code requires certain exterior accessible paths of travel to be illuminated for safety reasons but does not regulate the exterior illumination of buildings for site safety, security measures or other purposes.

The BC Building Code intentionally allows building owners and designers to choose exterior lighting for site safety and security so that they are not limited by the objectives of the BC Building Code.

Some local governments use nuisance bylaws or development permit areas to regulate the exterior lighting of buildings and properties, and the BC Building Code and the *Building Act* do not restrict these kinds of requirements.



**EB51 Construction and Demolition Waste****Comox Valley RD**

Whereas the landfilling of construction and demolition materials comprises a considerable share of solid waste within the province leading to increased costs for solid waste management and lost opportunities for such materials to be resold, reused or recycled;

And whereas the Ministry of Environment and Climate Change Strategy's Extended Producer Responsibility Five- Year Action Plan (2021-2026) does not include construction and demolition materials as a priority for their Extended Producer Responsibility (EPR) program:

Therefore be it resolved that UBCM request the Ministry of Environment and Climate Change Strategy to add construction and demolition materials to their EPR Five-Year Action Plan to establish a producer responsibility framework that significantly reduces such waste.

**RESPONSE: Ministry of Environment and Climate Change Strategy**

The Province recognizes that construction and building demolition is a large source of the waste currently disposed of in landfills.

A number of recent updated regional solid waste management plans have included new actions to help address construction, renovation and demolition (CRD) debris, and the Province is supportive of the innovative approaches adopted by local governments, such as the City of Victoria and City of Vancouver, which are introducing local bylaws to encourage deconstruction over demolition of buildings.

Through our collaborative work with the Canadian Council of Ministers of Environment, a [new guide](#) was published looking at polices for managing CRD waste. Some actions being taken in B.C., such as gypsum and wood waste disposal bans and demolition bylaws, are highlighted as leading actions.

The Extended Producer Responsibility (EPR) Five-Year Action Plan identifies the materials that the Ministry considers the highest priority for bringing into B.C.'s EPR system. The Ministry conducted consultation with a broad range of key partners, and all interested parties about regulating more products for recycling. The feedback informed the priority products categories identified in the Action Plan.

CRD waste requires careful consideration when assessing the most appropriate and effective policy tool, which may or may not include EPR. Local government perspectives will be key to any future engagement on this topic.

**EB52 Expediated Provincial Regulation of Single-Use Plastics****Burnaby**

Whereas in 2019, the Ministry of Environment and Climate Change Strategy published the CleanBC Plastics Action Plan which included the consideration for a provincial ban on single-use plastic items to provide a consistent approach to reducing single-use plastics;

And whereas the authorization of local governments to enact municipal bylaws to ban plastic checkout bags has created inconsistency between municipalities specifically in regards to the minimum fees applied to recycled paper bags and reusable bags;

And whereas the enactment of municipal single-use plastic bylaws is voluntary and thereby creating a patchwork of regulations between neighboring municipalities;

And whereas the federal government's proposed Single-Use Plastics Prohibition Regulations published December 25, 2021 will be registered and in force by the end of 2022; and

And whereas the federal government's proposed Single-Use Plastics Prohibition Regulations do not include replacement fees for single-use plastic items:

Therefore be it resolved that UBCM ask the provincial government to expedite the development of single-use plastic regulations by the end of 2022.

**RESPONSE: Ministry of Environment and Climate Change Strategy**

The phase out of single-use plastics is a provincial priority and the Province is taking a wide range of actions to reduce plastic waste and pollution through the CleanBC Plastics Action Plan.

The Province has proposed a new regulation that will reduce single-use plastic waste by limiting or banning a range of items, providing a consistent provincial approach. Ministry staff are currently reviewing comments on the proposed regulation, including feedback from local governments. A *What We Heard* report is due to be published during spring 2023, with a new regulation expected to follow by the end of 2023. We will continue to work with local governments as this work unfolds.

The federal regulations coming into force at the end of December 2022 ban the manufacture and import of items, with bans on the sale of items effective December 2023. This aligns with the Province's timeline for proposed bans on the sale of specific plastic items.

The proposed provincial regulation is intended to complement and expand on municipal and federal actions, to transition to more sustainable and reusable alternatives, including proposed fees for alternatives like paper bags. The Province will continue work to harmonize with the federal regulation where possible.

**EB53 Prohibit Use of Expanded Polystyrene in the Marine Environment****qathet RD**

Whereas expanded polystyrene (EPS), commonly known as Styrofoam™, in the marine environment can cause significant harm to marine life, seafood resources and ecosystems;

And whereas EPS is difficult to impossible to clean up from shorelines after it breaks down and has a high likelihood of entering the marine environment from damaged marine infrastructure, whether encased or not:

Therefore be it resolved that UBCM request the provincial and federal governments to prohibit the use of expanded polystyrene (EPS) in the marine environment.

**RESPONSE: Ministry of Environment and Climate Change Strategy**

Management of the expanded polystyrene (EPS) issue is multi-jurisdictional. At the federal level, the Department of Fisheries and Oceans (DFO) licenses and regulates many industries, Transport Canada protects navigable waters, and Environment and Climate Change Canada is taking action on plastic waste.

The Province, under the Ministry of Forests (FOR), is responsible for approval of tenures and docks. The Ministry of Environment and Climate Change Strategy (ENV) introduced the Clean Coast Clean Waters Initiative (CCCW) in 2020 and has since been supporting marine debris clean-ups. EPS comprised a large portion of materials collected from CCCW-funded shoreline clean-ups and was in the top five of recyclable materials collected by weight (which excludes the small pieces of foam collected and landfilled). The Ministry of Land, Water and Resource Stewardship (LWRS) is responsible for the Coastal Marine Strategy (CMS), which is being co-developed with coastal Indigenous Nations. The issue of marine debris has been raised as a shared priority and LWRS staff will work with governments and stakeholders to identify new actions and existing programs/initiatives that should continue.

There is movement away from EPS marine floats. For example, under the Fisheries and Aquaculture Clean Technology Adaptation Program, LWRS partnered with the BC Shellfish Growers Association to set up a foam billet replacement project. DFO is also introducing new conditions for shellfish aquaculture licenses; starting April 1, 2023, to require exposed or degraded foam to be replaced. In addition, [shishálh Nation Best Management Practices for Marine Docks](#) outlines that EPS is prohibited for new construction and repairs on marine docks.

An opportunity to review the Coastal Marine Strategy Intentions Paper and provide feedback is available. To submit feedback either by questionnaire or by written submission, visit: <https://engage.gov.bc.ca/coastalmarinestrategy/>

**EB54 Used Tire Collection****McBride**

Whereas the Tire Stewardship of BC website identifies Regional Transfer Stations in the north as the only location within small rural communities to which used tires can be returned for recycling and Various Regional Districts have notified the public that they will no longer accept used tires for recycling at the Regional Transfer Stations due to space constraints and collection issues;

And whereas the loss of used tire collections sites within rural areas will result in the public discarding used tires on Crown Land along Forest Service Roads and within Gravel Pits; thus, defeating the Provincial Government strategy to place the responsibility for end-of-life product management on the producer and consumers, not the general taxpayer. The Provincial Government will have to cover the costs associated with clean up and disposal of the used tires discarded within crown lands. In addition, the environmental damage brings its own issues and costs:

Therefore be it resolved that UBCM petition the Province of British Columbia to work with Tire Stewardship of BC to ensure proper collection and disposal of used tires in all British Columbia communities.

**RESPONSE: Ministry of Environment and Climate Change Strategy**

The Province's work to ensure proper collection and disposal of used tires continues across British Columbia, where select local governments have chosen to halt their involvement. Such involvement is usually a voluntary additional service for the convenience of residents, and not in place of the more common return-to-retail services. The Ministry has been working with Tire Stewardship BC (TSBC) to address these recent challenges faced by specific communities and is also developing clearer guidance to extended producer responsibility (EPR) agencies on what constitutes free and reasonable access to services.

Ministry staff are currently undertaking work to identify possible changes to policy or guidance to increase accessibility to free and reasonable collection of tires and other products regulated under the *Recycling Regulation*; that includes considering matters such as the different challenges faced by urban centers and rural communities.

**EB55 Recycle BC****Elkford**

Whereas local governments are eligible to join the Recycle BC program as a contracted collector provided that they are an incorporated municipality with a minimum population of 5,000 residents and have had a curbside garbage collection program in place for a minimum of two years in advance of the new curbside program for the same households;

And whereas Recycle BC's Packaging and Paper Product Extended Producer Responsibility Plan, revised June 2019, notes that in 2021, Recycle BC will assess the feasibility of servicing smaller, densely populated communities of less than 5,000 residents that are immediately adjacent to an existing curbside service area, with the same requirement for curbside garbage collection:

Therefore be it resolved that UBCM ask the Province of British Columbia to amend the recycling regulation to require the inclusion of communities with populations of less than 5,000 to be included in the Recycle BC Curbside Collection Program.

**RESPONSE: Ministry of Environment and Climate Change Strategy**

Extended Producer Responsibility (EPR) programs are required under B.C.'s *Recycling Regulation* to adequately provide for "reasonable and free consumer access to collection facilities or collection services." The Ministry expects programs to demonstrate continuous improvement in this area.

The Ministry of Environment and Climate Change Strategy (ENV) is aware of challenges related to recycling in communities that do not have access to recycling services and continues to work with Recycle BC to enhance access and services in rural and remote areas. This includes a requirement for Recycle BC to make the current curbside 'equivalency' and 'adjacency' eligibility criteria more accommodating of smaller jurisdictions.

Recycle BC submitted an EPR plan amendment on August 4, 2022, assessing the feasibility of servicing smaller, densely populated communities of less than 5,000 residents that are immediately adjacent to an existing curbside service area, as directed by the Ministry. ENV staff reviewed the proposed curbside adjacency amendment, and the Statutory Decision Maker issued a preliminary decision letter in December 2022 outlining a further change to ensure that Recycle BC maintains responsibility for servicing communities that meet the criteria. A final decision will be made in spring 2023, pending further negotiation with Recycle BC.

**EB56 Food Waste Reduction and Recovery in CleanBC Roadmap****Squamish-Lillooet RD**

Whereas climate change, food waste, food recovery and food insecurity are key intersecting challenges facing BC communities, with food waste contributing to both greenhouse gas emissions and food insecurity

And whereas a better food recovery program could help reduce food insecurity, food waste, and GHG emissions;

And whereas CleanBC's Roadmap to 2030, which sets direction for advancing climate action in BC, does not include food waste reduction and food recovery:

Therefore be it resolved that UBCM requests the CleanBC Roadmap to 2030 be amended to include food waste reduction and recovery as, or into, one of the pathways.

**RESPONSE: Ministry of Environment and Climate Change Strategy**

The Province recognizes local governments are leaders in the fight against climate change, and as part of this, have taken significant steps to reduce food and organic waste. The Province is committed to continuing partnerships with local governments to reduce organic waste from going to landfill and is listening to input from local government leaders on next steps.

The [CleanBC Roadmap to 2030](#) includes a commitment to develop a Circular Economy Strategy; food waste reduction and recovery policies will be considered as the strategy develops. A fundamental aim of the broader program is to design systems where waste is prevented, with emphasis in sharing, reusing, repairing, and recycling to eliminate waste and to reduce greenhouse gas emissions.

As part of B.C.'s efforts to support a circular economy for organics, the Province has invested in the Love Food Hate Waste campaign (\$150,000 between 2018 and 2021) and is collaborating with the Pacific Coast Collaborative's Food Waste Working Group to reduce food waste by 50% by 2030. Additionally, diversion of organics from landfills has been supported through the Organics Infrastructure Program which, with partners, is investing \$30M into new organics diversion programs, and the CleanBC Organics Infrastructure and Collection Program, which is investing up to \$26M to increase organic waste processing and residential organic waste collection.

The CleanBC Roadmap 2030 is designed as a living document to be revisited and updated as we move forward to ensure we stay on track to meet our targets. Government reports on progress towards our CleanBC commitments and legislated targets in our annual Climate Change Accountability Report (CCAR) that is required under the *Climate Change Accountability Act*. Progress on the Circular Economy Strategy will be included in future reports as it is developed and implemented.

**EB57 Accessing Vehicular Greenhouse Gas Emissions Data****Sunshine Coast RD**

Whereas local governments are unable to obtain accurate data that quantifies the transportation emissions in their municipality or region, in order to develop local action plans to reduce greenhouse gas (GHG) emissions from this sector;

And whereas the CleanBC Roadmap to 2030 targets a 25 percent reduction in kilometers driven by personal vehicles compared to 2020:

Therefore be it resolved that UBCM request the Province require ICBC to provide access to the detailed registry database that includes vehicle make, model and year, by complete postal code, so a better estimate of greenhouse gas emissions can be determined.

**RESPONSE: Ministry of Public Safety and Solicitor General**

Government and the Insurance Corporation of British Columbia (ICBC) support measures that protect a healthy environment and promote the reduction of greenhouse gas emissions.

In keeping with government's commitment to transparency, ICBC provides useful vehicle population data on its website that can be sorted by municipality, vehicle type, or area based on the first three characters of the postal code. The data is public in a customizable, convenient format that makes it available in a timely manner. It can be found here:

<https://www.icbc.com/about-icbc/newsroom/Pages/Statistics.aspx>.

Data requests including postal codes and detailed vehicle information require information sharing agreements between ICBC and municipalities to ensure customer privacy is maintained.

The vehicle population data does not include data from odometer readings because this information is only collected on a voluntary basis from those customers seeking the low-kilometre discount, available to those who drive less than 5,000 kilometres in a year.

Government has directed ICBC to explore options for tracking vehicle kilometres travelled and will continue to work together to develop additional ways to bring them down, helping to reduce greenhouse gas emissions targets as part of the CleanBC Roadmap to 2030.

**EB58 Improving Provincial Grant Processes****Nelson**

Whereas local government in British Columbia are increasingly reliant on a wide variety of grant programs to support the delivery of services, programs and projects in their jurisdictions;

And whereas the investment in developing projects and programs, completing grant applications and delivering projects and programs is increasingly time consuming and complex which all require significant investment of front end resources by local governments and the resulting delays in waiting for granting decisions add cost and delay project delivery resulting in inefficiencies at all levels of government and do not maximize the value of public funds that are utilized for these purposes;

And whereas grant funds for many programs and projects are better suited to be distributed to local governments on a non-application based granting basis:

Therefore be it resolved that UBCM encourage the government of British Columbia to work with its federal counterparts to identify and expand grants that are more efficiently and effectively delivered on a non-application basis (similar to the Community Works Fund) and for those application based grant programs, that the delivery program of the provincial and federal governments be reviewed to increase certainty for local governments and reduce the costs and delays that are inherent in the current application based grant funding programs.

**RESPONSE: Ministry of Municipal Affairs**

The province uses different delivery models for distributing funds to local governments. The Ministry understands the importance of programs such as the Canada Community Building Fund – Community Works Fund that allow local governments flexibility in identifying priorities and will continue to engage with partners including the Union of BC Municipalities and the federal government on continued support. Application based programs provide an opportunity for funding to support projects that are larger in scale or scope for a community than a direct allocation model and are designed to provide strategic funding to address specific needs.

The province recognizes the benefit of efficient program timelines for application-based programs as they impact local government decisions on prioritization of long-term investments on infrastructure assets.

The province will continue to advocate for more streamlined requirements and approval processes for future federal-provincial funding programs. While there is a need for technical assessment of projects to ensure program criteria are met and risks are managed, this is balanced by the need for responsiveness.

While program oversubscription shows the high level of demand for funding, infrastructure programs are not established to replace asset management practices, long term financial planning and the use of reserves, debt financing, and DCCs. Local governments are expected to develop infrastructure priorities in a long-term capital plan and submit applications when there is alignment between a program's outcomes and the proponent's capital plan priorities. Local priorities should not shift based on availability of a grant program intake.

On February 10, 2023 the province announced the Growing Communities Fund. The Growing Communities Fund will provide a one-time total of \$1 billion in grants to all 188 of B.C.'s municipalities and regional districts, which they can use to address their community's unique infrastructure and amenities demands - such as recreation facilities, parks and water treatment plants, as well as other community infrastructure. It will help communities prepare for future growth and build the amenities needed to support new home construction, especially with the Housing Supply Act where targets are set. These grants will complement existing infrastructure funding (such as sewer, water and recreation facilities) and will be distributed to B.C.'s 188 municipalities and regional districts by the end of March 2023.



**EB59 Sustainable Funding for Libraries****Okanagan-Similkameen RD**

Whereas libraries in British Columbia are largely financed by levies paid by local governments, and where provincial library funding has remained stagnant for the past 10 years;

And whereas public libraries are central to communities, providing equitable access to vital resources, including internet, computers, digital library tools, and in-person services from expert staff;

And whereas public libraries provide British Columbians with low-barrier services, that support job seekers and small businesses, that increase literacy in communities, that advance reconciliation with Indigenous peoples, and that promote equity and inclusion;

Therefore be it resolved that UBCM urge the Province of BC to provide long-term sustainable funding for public libraries in BC:

And be it further resolved that the Province of BC ensure that BC libraries will henceforth receive regular increases to provincial government funding in subsequent years.

**RESPONSE: Ministry of Municipal Affairs**

Libraries were on the forefront of supporting people during the pandemic through print and digital resources, barrier-free community spaces and reliable internet access.

Libraries, library federations and services partners received \$8 million in 2022 to support COVID-19 relief and recovery. These funds will help libraries fill some of the gaps and additional costs incurred during the pandemic and support recovery. The funds are available to help libraries expand digital collections, upgrade connectivity, offer different programs, improve their technological infrastructure, and help make libraries a safe, comfortable place of refuge in times of emergency.

The 2020 Strategic Plan for Public Library Service in British Columbia identified the need to address challenges with the current funding distribution framework. The Ministry remains committed to working with library stakeholders to revise the grant system so provincial library funding is more transparent, flexible, sustainable and equitable.

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**EB60 Increased Resources for Modernized Land Use Planning****Central Kootenay RD**

Whereas public lands in British Columbia are facing complex and cumulative pressures, with competing demands between stakeholders and ever-increasing impacts to wildlife and ecosystems, and in 2018 the Province of BC committed to “work collaboratively with Indigenous governments, communities, and stakeholders to modernize land use planning”, including “collaborating with Indigenous governments in natural resource management that is informed by the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) and the Truth and Reconciliation Commission Calls to Action”;

And whereas the advancement of land use planning through the Modernized Land Use Planning program to date has been limited, leaving many regions in BC without strategic direction or guidance on stewardship and management of public land and waters. With communities and local governments responding to proposals without the benefit of an integrated approach and knowledge of cumulative impacts:

Therefore be it resolved that UBCM request that the Province of BC add staffing to facilitate the completion of modernized land use planning, inclusive of the UNDRIP protocols endorsed by the Province of BC, by the end of 2024.

**RESPONSE: Ministry of Water, Land and Resource Stewardship**

Continuing the modernization of land use planning with the involvement of First Nations, local governments and industry is a key mandate of the new Ministry of Land, Water and Resource Stewardship.

Land use planning is an important component of resource management. It sets high-level direction to help define what can occur on the land base. Provincial public land accounts for 94% of B.C.’s land base, and more than 90% of public lands are covered by an existing land use plan. Land use plans integrate objectives and strategies for land and resource uses, providing resource managers with a tool to manage land and natural resources, including forests, fish, wildlife, and waters.

However, many of B.C.’s existing land use plans are dated and no longer account for today’s land and resource management challenges. Further, many plans were developed with little involvement of Indigenous Peoples. Today’s land and resource management challenges require a renewed approach to land use planning. Key drivers include:

- Reconciliation with Indigenous communities and the B.C. government’s commitment to implement the United Nations Declaration on the Rights of Indigenous Peoples.
- Ensuring communities and stakeholders are engaged in land and resource planning.
- A growing economy and increased demand on natural resources and the need to balance economic, environmental, social, and cultural objectives.
- Increasing complexity as a result of climate change and factors that affect the land base, including species-at-risk management, wildfires, flooding, and drought.
- Addressing cumulative effects on natural resource values.

The recent rebalancing of portfolios in the natural resource ministries allows the Ministry of Land, Water and Resource Stewardship to focus its efforts and resources on creating an integrated approach to land management that includes partnerships with First Nations, collaboration with local government, and engagement with communities, stakeholders and the public.

Where new planning processes have yet to begin, existing land use plans are still in place, which provide guidance for decision makers, while [BC's Cumulative Effects Framework](#) provides information on cumulative impacts to land and resources.

We recognize that local governments have a unique perspective and interest in how lands are used and will continue to work with the Union of British Columbia Municipalities, and with local governments on the implementation of the modernized land use planning program.

**EB61 Assistance to Private and Public Utilities Providers with  
Historical Unregistered Rights of Way**

**Nelson**

Whereas there are many instances throughout British Columbia where both private and public utilities have infrastructure located within private property and no associated statutory rights of way or easement was registered against title to the property in the Land Title Office at the time of installation many years ago;

And whereas utilities are responsible for their infrastructure within private property because they are of benefit to the public and essential to the operation and maintenance of these critical services:

Therefore be it resolved that UBCM ask the provincial government to work with local governments and the private utilities to develop legislation that would permit the registration of statutory rights of way or other instruments to resolve historic issues with unregistered statutory rights of way or easements for critical infrastructure located within private properties in an expeditious and cost-effective manner.

**RESPONSE: Ministry of Forests**

Unregistered infrastructure improvements are problematic for all the parties involved.

Registration of an interest in land such as a statutory right of way (SRW) registration, is a fundamental concept of land title legislation as it involves a transfer of rights between the owner of the parcel and the entity wishing to obtain a portion of those rights and it usually involves some form of compensation to the owner who is relinquishing rights.

When the Province is made aware of historical improvements on Crown land that would currently require registration, the Province takes action to remedy the situation such as registration of a SRW or similar tenure if the land owner is the Province. If the Province needs to ensure improvements are registered in the land title system and they are not the owner of the land, the Province would negotiate with the land owner/rights holder to enable registration. This occasionally includes providing compensation to the land owner/rights holder as a registration on fee simple property removes some level of land rights from the owner/rights holder and transfers it to the Province.

Similarly, for local governments who identify unregistered historic infrastructure improvements on land not owned by the local government which require registration in the land title system, the local government is encouraged to negotiate with the land owner/rights holder to reach a solution. If this is unsuccessful, existing legislation, the *Expropriation Act* exists to enable resolution.

## **EB62 Local Governments to Have Legislated Input into Cutting Permits**

## **Squamish-Lillooet RD**

Whereas local communities currently have no legal avenue for providing input into forest land cutting permits before they are approved and issued by the Province;

And whereas communities are often impacted by harvesting and log hauling, with environmental impacts, visual impacts, road safety issues and little economic benefit:

Therefore be it resolved that UBCM ask the Province to give local governments a legislated avenue for providing input before cutting permits for forest licensees and woodlot tenure holders are approved and issued by the Province.

### **RESPONSE: Ministry of Forests**

Greater input from local governments on forest management is important for the Province. In 2018, the Government initiated a multi-year, multi-phase legislative process to improve the Forest Practices and Range Act (FRPA). The FRPA improvement initiative is proposing changes to advance reconciliation with Indigenous Nations by enhancing their participation in forest and range management, improve information sharing in forest planning, provide more frequent and reliable opportunities for communities to engage in forest planning and adapt resource management to changing land base and values.

Two Bills have resulted from the FRPA improvement initiative: the *Forest and Range Practices Amendment Act, 2019* (Bill 21) and the *Forest Statutes Amendment Act, 2021* (Bill 23).

With the introduction of Bill 21, the Province of BC has enabled the Forest Operations Map (FOM). Once in effect, the FOM will require Major Forest Tenure Holders to make their planned cutblocks and roads available for public review and comment. Soliciting public feedback before applying for a cutting permit or road permit will become a legal requirement.

With Bill 23, the Province of BC has introduced the new Forest Landscape Planning (FLP) framework, a tactical level plan where the input from local communities will be sought and must be reflected in the plan.

In the new framework, the Forest Operations Plan (FOP) requires public input on proposed forest management operations related to cutblocks and roads within an FLP. Further to this, decision-makers have discretionary authority to reject the FOP if there has been insufficient consideration of community input by forest licensees.

The implementation of the tactical level FLP and associated operational level FOP is underway and will phase in over the next several years.

**EB63 Stormwater Management****Sunshine Coast RD**

Whereas property, infrastructure and the natural environment are vulnerable to extreme weather events and other impacts of climate change, particularly in relation to stormwater run-off;

And whereas increasingly extreme weather events are intensifying the frequency and severity of stormwater issues causing overland flooding which is damaging critical infrastructure such as roads, bridges, culverts, and active transportation systems, as well as impacting the natural environment, such as salmon-bearing streams, and further compounding challenges with respect to the management of stormwater run-off:

Therefore be it resolved that UBCM urge the provincial government to bring together the Ministry of Transportation and Infrastructure, the Ministry of Forests, Lands, Natural Resource Operations and Rural Development, the federal Department of Fisheries and Oceans, and local governments to collaborate on the development of an action plan that implements best practices for stormwater management, assigns clearly defined jurisdictional responsibilities and includes strategies to address risks to property, critical infrastructure and the natural environment.

**RESPONSE: Ministry of Transportation and Infrastructure, Ministry of Municipal Affairs, and Ministry of Water, Lands and Resource Stewardship**

The province understands concerns regarding the impacts of stormwater run-off with the need to plan around mitigating negative effects of future climate and weather events.

The Ministry of Transportation and Infrastructure supports a systems-based approach to working in the natural environment, including stormwater management. This involves working with partner ministries that are responsible for the regulation and management of all parts of the natural environment.

For any highway infrastructure work planned around the province, it is a requirement for the ministry's design engineers and our consultants to consider how future climatic events will affect the infrastructure, and what can be done to make our roads and bridges more resilient, so they remain reliable and open.

This approach means appropriate climate adaptation is considered over the entire design life of our highway infrastructure.

The Ministry of Environment and Climate Change strategy has published a best practice guide: Stormwater Planning: A Guidebook for British Columbia. In addition the Province partnered on the Beyond the Guidebook: Context for Rainwater Management and Green Infrastructure in British Columbia.

When changes to our infrastructure affect other parties, such as provincial and federally regulated waterways and local government drainage and flood protection works, the Ministry of Transportation and Infrastructure will work with the affected parties to ensure a solution is developed that provides climate resiliency for everyone's infrastructure.

Between January and March 2022, the Province reached out to the public for their input on a draft discussion paper and to learn what mattered to them in a future Watershed Security Strategy and Fund. We collected feedback from a wide range of perspectives from Indigenous nations, stakeholders and the public. The What We Heard report outlines feedback regarding how improved stormwater management approaches could be included in a Watershed Security Strategy and Fund. The report is available online at [https://engage.gov.bc.ca/app/uploads/sites/121/2022/11/WatershedSecurityStrategy-FundDiscussionPaper\\_WWH.pdf](https://engage.gov.bc.ca/app/uploads/sites/121/2022/11/WatershedSecurityStrategy-FundDiscussionPaper_WWH.pdf)

**EB64 Emergency Equipment Provincial Sales Tax Rebate****Port Hardy**

Whereas local governments support local fire services with equipment and apparatus to provide fire, road rescue and first responder services to communities, and there are limited opportunities for grants to support these large capital expenditures;

And whereas the costs for this type of equipment is costly, Goods and Services Tax (GST) is 100 percent returned to local governments; however, Provincial Sales Tax (PST) is an expense added to the cost of equipment:

Therefore be it resolved that UBCM lobby the provincial government to provide Provincial Sales Tax rebates for purchasing emergency equipment for local governments.

**RESPONSE: Ministry of Finance**

Government values the contribution that first responders, including firefighters, make to communities throughout B.C. It is important that the health and safety of firefighters is protected while they provide invaluable services to British Columbians every day.

PST exemptions are currently provided for certain specified safety equipment that are critical to fire, road rescue, and first responder services, including fire extinguishers, highway emergency equipment, emergency locator transmitters and avalanche equipment. Parts and services for exempt equipment are also exempt from PST.

Additional PST exemptions apply to work-related safety equipment and protective clothing designed to be worn by, or attached to, a worker if the items are required by WorkSafeBC's Occupational Health and Safety Regulation, or the Health, Safety and Reclamation Code for Mines in British Columbia. The full suite of PST exemptions is described in an information bulletin—PST 100, Safety Equipment and Protective Clothing— is available online:

<https://www2.gov.bc.ca/assets/gov/taxes/salestaxes/publications/pst-100-safety-equipment-protective-clothing.pdf>

Government regularly reviews provincial taxes and considers changes in preparation of the annual provincial budget. Currently, B.C.'s tax approach for exemptions for safety equipment is consistent with other provinces that have provincial sales taxes.

Ministry of Finance staff are available to assist local governments and fire departments understand whether an exemption applies to specific items and can be reached at [CTBTaxQuestions@gov.bc.ca](mailto:CTBTaxQuestions@gov.bc.ca).

**EB65 Regional ICBC Rate Inequities****Fort St. John, Smithers,  
Williams Lake**

Whereas the Insurance Corporation of British Columbia (ICBC) and the Government of British Columbia have perpetuated inequitable regional basic insurance coverage value beginning in 2001 or earlier;

And whereas the Government of British Columbia, through Order in Council 458/2018, directed the BC Utilities Commission to approve an ICBC Basic Insurance Rate Design;

And whereas the 2018 Basic Insurance Rate Design acknowledges, but does not immediately correct, the inequity:

Therefore be it resolved that UBCM request that a new ICBC Basic Insurance Rate Design be developed immediately that conclusively corrects the regional inequity;

And be it further resolved that UBCM request that ICBC and the Government of British Columbia explore opportunities for regional redress such as elimination of windshield deductibles, winter tire subsidies and regional variation in low-use discounts.

**RESPONSE: Ministry of Public Safety and Solicitor General**

Government's mandate for the Insurance Corporation of British Columbia (ICBC) is to ensure rates are fair and affordable for all British Columbians.

Territory is only one of the factors that helps determine insurance premiums. Rate design is intended to make premiums fairer for all drivers by taking more customer specific risk factors into account and provides residents of rural regions with a reduction in the territory component over the course of 10 years.

Over the past four years, ICBC has undertaken initiatives to make premiums more affordable for customers in all regions, including the cost savings under Enhanced Care and various refunds and rebates.

**EB66 Mandatory Winter Tires for Rental Vehicles****Lake Country**

Whereas winters in many parts of British Columbia are subject to icy road conditions and snowfall accumulation;

And whereas most rental vehicles are only equipped with all season tires rather than winter tires:

Therefore be it resolved that UBCM request the Province of BC to make it mandatory that winter rated tires be installed on rental vehicles during the winter months in BC.

**RESPONSE: Ministry of Transportation and Infrastructure**

The *Motor Vehicle Act* requires vehicles to be equipped with winter tires or chains when directed by a sign or public notice. Signs are posted on roads or in advance of highway routes throughout the province where adverse snow conditions can reasonably be expected during winter, typically from October 1 to April 30.

The Ministry has worked with the Automotive Retailers Association and car rental agencies to encourage education and adoption of winter tires for rental vehicles. Most rental agencies now offer vehicles equipped with winter tires for a nominal daily fee. The Ministry has also worked with safety partners to develop educational campaigns such as Shift into Winter, to promote awareness about safe winter driving equipment and practices.

While the Ministry is not considering further regulations surrounding the use of winter tires at this time, staff will continue work with local government and relevant stakeholders to promote expanded use of winter tires, expand signage requiring use of winter tires or chains where appropriate, and continue to improve winter driving awareness education.



**EB67 Reprioritizing Snow Clearing****Okanagan-Similkameen RD**

Whereas there is increased concern about the state of public roads in rural communities during and after major weather events;

And whereas the Ministry of Transportation and Infrastructure's road classification system defines levels and response times for maintenance standards for each specific service area in order to prioritize service:

Therefore be it resolved that UBCM urge the provincial government to work with local governments to review the existing road classification system to consider reprioritizing the order in which roads are cleared or maintained;

And be it further resolved that the Ministry of Transportation and Infrastructure increase funding for maintenance of secondary roads to ensure safe and accessible transportation options for rural communities.

**RESPONSE: Ministry of Transportation and Infrastructure**

Highway maintenance is one of the most important services we provide. People's safety is our top priority. To keep our highways reliable, the ministry brought in tougher standards for its maintenance contractors in recent years including increased proactivity in preparing for and responding to snowy weather, stricter commercial chain-up requirements, and improved winter maintenance standards. The ministry's maintenance contractors are required to monitor and respond to changing conditions and deploy enough workers, equipment and material to get the job done.

The ministry constantly monitors contractors to ensure our high standards are being met, and our staff are out 24/7 during winter storms to ensure compliance. Maintenance standards are based on classifications which consider season, traffic volume and traffic type. Classifications are reviewed regularly to ensure they represent current traffic conditions and to ensure higher volume and priority roads receive higher levels of maintenance.

Our Highway Maintenance Quality Plan includes capturing stakeholder feedback regarding their experience on the roads and interactions with the local maintenance contractor. Feedback received is shared with contractors to proactively enhance their service delivery for the benefit of all road users.

**EB68 Highway Rest Stop Amenities****Comox Valley RD,  
Strathcona RD**

Whereas the Ministry of Transportation and Infrastructure is responsible for maintaining a network of rest areas and roadside stops along highways that include public amenities such as washrooms and waste receptacles;

And whereas increased travel and tourism throughout the Province of BC has led to those rest areas and roadside stops, many without such services and facilities, being inundated with litter and general waste that pollutes adjacent forests, beaches and waters;

And whereas the current maintenance program of the Ministry is insufficient to adequately deal with the level of use being experienced at these facilities:

Therefore be it resolved that UBCM request the Ministry of Transportation and Infrastructure to expand its maintenance program for highway rest areas and roadside stops to ensure that such facilities are kept clean, tidy and sanitary for the travelling public.

**RESPONSE: Ministry of Transportation and Infrastructure**

The ministry understands the importance of rest areas for travelers including truck drivers and tourists. Providing clean facilities and safe places for drivers to rest is our priority.

The ministry's maintenance contractors are required to monitor and maintain rest areas across the Province. Rest area maintenance standards were increased in 2018/19 as part of the latest procurement round of maintenance contracts. This included a higher frequency of inspecting and cleaning across all rest areas.

The ministry is in the process of updating its Rest Areas Master Plan which will include a review of all aspects of the rest area network including maintenance.

**EB69 Roads and Bridges****NCLGA Executive**

Whereas transportation corridors are critical pieces of infrastructure;

And whereas provincial spending on transportation is insufficient to maintain provincial highways and bridges across the province;

And whereas climate emergencies are emerging more frequently:

Therefore be it resolved that UBCM lobby the Province to increase the annual budgeted figure for roads and bridges.

**RESPONSE: Ministry of Transportation and Infrastructure**

The ministry is making important safety and climate-ready investments in all corners of the province to keep people safe on the roads they rely on. Budget 2022 includes \$808 million over the next 3 years for highway corridor rehabilitation to support resurfacing, bridge rehabilitation, bridge replacement and seismic upgrades. \$424 million over the next 3 years for side road improvements to support gravelling, drainage, road base improvements, brushing, shoulder improvements and culvert replacement.

The ministry's design guidelines require the consideration of future climate events in all designs of provincial highway infrastructure through the use of climate prediction models. We will continue working to ensure that the supports and services that we invest in are working for people, businesses, and communities, today and into the future.

**EB70 Safety and Speed Mitigation Measures on Provincial Okanagan-Similkameen RD Roads**

Whereas the Ministry of Transportation and Infrastructure does not install speed mitigation measures on provincial roads, giving the rationale that provincial roads belong to all the citizens of British Columbia as they serve to promote the economy and inter-provincial movement of people and goods;

And whereas the criteria provided by the Ministry of Transportation applies to all roads under the Province's jurisdiction, whether they are numbered highways, rural roads or local subdivision roads:

Therefore be it resolved that UBCM ask the Ministry of Transportation and Infrastructure to develop a matrix to determine the primary use(s) of the provincial roads, and base safety and speed mitigation measures on the primary use(s) of provincial roads rather than a blanket criteria.

**RESPONSE: Ministry of Transportation and Infrastructure**

The ministry's priority is to keep all road users safe while balancing the need to move goods and people efficiently throughout the province.

Provincial roads serve to promote this efficient movement of goods and people, and as such, the ministry does not place restrictions or construct physical impediments (such as speed humps) that may limit road use (except for hazardous goods or weight/height restrictions). Speed humps in particular can create new safety issues as motorists do not expect them on numbered routes or rural roads, impact road maintenance, and limit access from larger/lower vehicles (including emergency vehicles and delivery vehicles). These types of physical road alterations are more suitable for urban environments.

The ministry has many different approaches to address road safety, including appropriate speed limits and signage, speed-reader boards and working closely with law enforcement. We undertake rigorous assessments to determine appropriate safety requirements, based on site specific factors and using professional judgment and expertise. As such, a matrix approach based on general highway uses is not appropriate for our diverse provincial road network.

Ministry staff would be pleased to meet with any local government representatives to discuss the safety performance of roads in their community.

**EB71 BC Ferries Provincial Statutory Guidance****Daajing Giids**

Whereas BC Ferries Services Inc., created by provincial legislation, is committed to support the economy, community sustainability and to partnering with labour to promote and support innovation through ferry service delivery, with changes in ferry service delivery having the potential for dire impacts on coastal and island community sustainability and the provincial economy;

And whereas an equitable, transparent, accessible and consistent consultation process for adjusting sailing service levels with system users, stakeholders and tax payers is non-existent:

Therefore be it resolved that UBCM urge the provincial government to commit to develop a provincial vision and plan as recommended in the Redlin 2018 report, reviewing coastal ferry services, that has a broad scope, examines big ideas for change, considers challenges for improved service to the north coast and other underserved communities, and that said new vision and plan is to be enshrined in the *Coastal Ferry Act* and to the extent possible in the Coastal Ferry Services Contract.

**RESPONSE: Ministry of Transportation and Infrastructure**

In response to the 2018 Redlin report, the ministry undertook an extensive public engagement process to establish a provincial [vision](#) for coastal ferry services.

To build on the provincial vision, the ministry is committed to working with BC Ferries and its shareholder, the BC Ferry Authority, which is responsible for overseeing the strategic direction of BC Ferries to support the public interest. The Coastal Ferry Services Contract with BC Ferries will be renewed in June 2023 as part of the legislated process outlined in the Coastal Ferry Act. That process began with [BC Ferries' Performance Term 6](#) (PT6) submission that includes planned service level increases to address congestion on routes experiencing significant sailing waits.

Further, BC Ferries new Board Chair, Joy McPhail, has indicated that it is time for renewal, fresh ideas and a renewed commitment to the highest standards of customer service, safety and affordability.

**EB72 BC Ferries Commissioner's Relationship with Advisory Committees****Daajing Giids**

Whereas the Province of British Columbia is responsible to provide for appropriate oversight of BC Ferries Services Inc. and has selected to provide that oversight through the statutory establishment of a BC Ferries Commissioner;

And whereas the BC Ferries Commissioner's statutory mandate does not include direct interaction with the 13 Ferry Advisory Committees, representing all the communities and stakeholders in BC Ferries' service area, whose issues and concerns are frequently not resolved, acknowledged or answered by BC Ferries:

Therefore be it resolved that UBCM urge the provincial government to commit to amend the BC Ferry Commissioner's statutory mandate to require a BC Ferry Commissioner representative to sit on the Ferry Advisory Committees to hear service concerns directly from the 13 committees.

**RESPONSE: Transportation and Infrastructure**

The BC Ferries Commission is the independent regulator of BC Ferry Services that establishes the price caps every four years, approves BC Ferries Capital Plan, and ensures that BC Ferries meets its contractual requirements.

While the Commission does not regulate or have directive powers over the day to day operations of BC Ferries, stakeholders (including the Ferry Advisory Committees) can request the Commission to undertake performance reviews of BC Ferries operations should the committees have specific concerns.

The ministry does not speak for the Commissioner, we expect that Ferry Advisory Committees would be able to reach out to the Commission at any time to raise any concerns they may have.

The Commission also has the responsibility to oversee BC Ferries complaints process and can require the company to make changes to improve the organization's responsiveness.

**EB73 BC Ferries Advisory Council****Daajing Giids**

Whereas BC Ferries Services Inc., created by provincial legislation, is committed to support the economy, community sustainability and to partnering with labour to promote and support innovation through ferry service delivery, with changes in ferry service delivery having the potential for dire impacts on coastal and island community sustainability and the provincial economy;

And whereas an equitable, transparent, accessible and consistent consultation process for adjusting sailing service levels with system users, stakeholders and tax payers is non-existent:

Therefore be it resolved that UBCM urge the Province to commit to establish an independent Coastal Ferry Advisory Council to complement the existing regional Ferry Advisory Committees, with representation from coastal business, labour, local governments and First Nations.

**RESPONSE: Ministry of Transportation and Infrastructure**

The provincial government amended the Coastal Ferry Act in 2019 to entrust the BC Ferry Authority with the responsibility of overseeing the strategic direction of BC Ferries to support public interest. The Authority is composed of representatives nominated by local government areas, labour and the provincial government. The BC Ferry Authority appoints the Board of Directors of BC Ferries.

BC Ferries' Board of Directors recently elected Joy MacPhail as their new Chair. Ms. MacPhail has indicated that it is time for renewal, fresh ideas and a renewed commitment to the highest standards of customer service, safety and affordability. The ministry will share the idea of establishing an independent coastal ferry advisory council with the BC Ferry Authority and BC Ferries.

Further, as part of a legislated regulatory review process outlined in the Coastal Ferry Act, the Coastal Ferry Service Contract will be amended by June 2023. [BC Ferries' Performance Term 6](#) (PT6) submission includes planned service level increases to address congestion on routes experiencing significant sailing waits.

**EB74 Re-Investing in EV Infrastructure****Port Moody**

Whereas British Columbia and Metro Vancouver have shown exceptional leadership for electric vehicle (EV) uptake due in large part to generous incentives and early infrastructure upgrades;

And whereas the current level of EV ownership must increase to meet agreed-upon climate targets and cannot be considered sufficient at this time:

Therefore be it resolved that UBCM ask all orders of government (federal, provincial and local) and BC Hydro to increase investment in EV infrastructure and decrease user fees (including Step 2 EV exemptions) until EV uptake is sufficient;

And be it further resolved that the Government of Canada immediately make all necessary regulatory changes to allow for pricing EV charging by unit of energy.

**RESPONSE: Ministry of Energy, Mines and Low Carbon Innovation**

The Province acknowledges the strong leadership British Columbians and local governments, particularly those in the Metro Vancouver area, have shown in adopting zero-emission vehicles (ZEVs). The Province committed \$84 million in Budget 2022 to continue the CleanBC Go Electric Program and continue to increase EV adoption. The CleanBC Go Electric Program has been highly successful in starting the transition to a transportation system that is powered by clean energy. British Columbia (B.C.) has one of the highest uptake rates of electric vehicles (EVs) in North America, with EVs making up 13 percent of new light-duty vehicle sales in 2021, and 16.4 percent of new light-duty vehicle sales in the first half of 2022.

Efforts to decarbonize transportation in B.C. are guided by the CleanBC Roadmap to 2030 which included the following commitments:

- Accelerated sales targets under the Zero-Emission Vehicles (ZEV) Act (26 percent of new light-duty vehicles sold by 2026, 90 percent by 2030, 100 percent by 2035);
- New ZEV sales targets for medium- and heavy-duty vehicles aligned with California; and
- Completing B.C.'s Electric Highway by 2024, and 10,000 public EV charging stations in B.C. by 2030.

The Province is continuing to work with federal and local governments and private sector companies to deploy public charging stations along all primary and secondary highways and major roads throughout B.C. Approximately 64 percent of the core network of fast charging sites enabling travel throughout B.C. are now ready. Through a partnership with the federal government, an additional option to support fast charging installation costs for applicants is the Natural Resources Canada (NRCan) Zero Emission Vehicle Infrastructure Program (ZEVIP). The program offers 50 percent in federal funding to a maximum of \$50,000 with an additional 25 percent to a maximum of \$25,000 for B.C. applicants provided through the province.

User fees at public charging stations owned and operated by public utilities such as BC Hydro are set through public processes before the British Columbia Utilities Commission (BCUC), to ensure that all ratepayers' interests are considered. Similarly, any changes to BC Hydro's current residential rate structure designed to promote EV charging at home (e.g., changing the current two-tiered residential rate structure or introducing a specific EV charging rate) would require a public process before the BCUC.

Measurement Canada has enacted a temporary dispensation program that enables Level 1 and Level 2 EV chargers to allow pricing by unit of energy. Measurement Canada also has plans to enact a temporary dispensation program for Level 3 EV chargers in 2023.



**EB75 Provincial Consultation with Local Governments****Chetwynd**

Whereas Section 2 of the *Community Charter* states that consultation is a key principle defining the local government/provincial government relationship and acknowledges that the residents of BC are benefited when both local and provincial governments work together;

And whereas provincial policies such as the Caribou Recovery Program, Old Growth Forest Policy Review and the Province's decision not to appeal the Supreme Court's decision in *Yahey v. British Columbia* impact communities in a variety of ways both directly and indirectly:

Therefore be it resolved that UBCM lobby the Province of BC to engage in meaningful consultation with local governments that will be impacted by provincial policy.

**RESPONSE: Ministry of Municipal Affairs**

The Province has an ongoing commitment to consult with local governments, both formally and informally, on matters that specifically affect them. Consultation is enshrined as a legislative principle as part of the Province recognizing local governments as an order of government. This principle is key in defining the local-provincial relationship.

Consultations build strong government-to-government relationships based on mutual respect and recognition. They enable the collaboration needed to develop and implement successful agreements, legislation, policies and programs that take the views of all levels of government into consideration and accomplish important things for people in all communities throughout British Columbia.

When it comes to implementing that consultation principle, it is important to recognize that what is the most timely and effective consultation process will look different in every case. It will be different depending on factors such as the nature of the subject at hand, the scaled impact on local government interests, the varying stakeholders also interested, the Province's obligations and interests, and timing considerations.

The Ministry acknowledges that sometimes there may be circumstances where gaps in process steps may exist on urgent items, as Government focuses on making important choices to help people. There may also be times when the province and local governments have a difference of views on the outcome of consultations and will ultimately need to accept that they disagree.

Municipal Affairs staff are available to offer other ministries advice and support on specific projects as needed. The Province remains committed to the important principle of consultation and acting on it appropriately in its dealings with local governments.

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**EB76 Development Approvals Authority****AVICC Executive**

Whereas the final authority to identify and approve development which is suitable to local government has historically resided in local governments;

And whereas locally elected officials best know the needs and wants of the residents of their communities and are fully accountable to the electorate of those communities;

And whereas locally elected officials are best able to balance the competing interests and values of the residents of their communities;

And whereas the existing system for approving local development leaves the power and responsibility to do so with local governments:

Therefore be it resolved that UBCM petition the government of British Columbia to preserve existing local government authority for development approvals, and to consult local government before exploring any changes to local government authority for development approvals.

**RESPONSE: Ministry of Housing**

The Province has established a framework which recognizes that local governments are democratically elected, autonomous, responsible, and accountable to their constituents for their actions. Accordingly, they have a high level of local autonomy within their jurisdictions, including broad powers over land use planning, of which development approvals are a part.

In 2018, the Ministry began collaborating with UBCM, local governments, and stakeholders on exploring challenges with existing development approvals processes and to identify opportunities for improvement as part of the Development Approvals Process Review (DAPR).

Early actions under DAPR include amendments to the *Local Government Act*, which enabled local governments to conduct public hearing electronically; removed the default requirement for local governments to hold public hearings for zoning bylaw amendments that are consistent with official community plans; and enabled local governments to delegate decisions on minor development variance permits to staff.

Currently, the Ministry is undergoing a thorough policy review of the Official Community Plan and zoning framework and development finance tools. Consultation on this work is underway, including engagements with UBCM, local governments, elected officials, developers, not-for-profits, First Nations, and Indigenous organizations.

Government will continue to support local governments seeking to improve the efficiency and effectiveness of their development approvals processes. As DAPR continues, the Ministry's continued engagement and collaboration with local governments and other stakeholders will be critical to its success.

**EB77 Ethics Commissioner****White Rock**

Whereas Bill 26 – 2021: *Municipal Affairs Statutes Amendment Act (No. 2)*, 2021 does not require a local government to adopt a Code of Conduct for Council members;

And whereas many local governments in British Columbia cannot afford or do not have an independent non-partisan Ethics Commissioner to review and resolve allegations of misconduct:

Therefore be it resolved that UBCM call upon the provincial government to immediately create an Office of the Municipal Ethics Commissioner within the Ministry of Municipal Affairs that will:

1. respond to allegations of misconduct by an elected official of a municipal government and conduct an inquiry if warranted;
2. review decisions imposed on an elected official of a municipal government and conduct an inquiry if warranted; and
3. require local governments to adopt a “code of conduct” for council members.

**RESPONSE: Ministry of Municipal Affairs**

The Ministry recognizes that how elected officials conduct themselves in their relationships with elected colleagues, staff and the public is directly connected to how a community is governed. Since 2016, the Ministry, the Union of B.C. Municipalities (UBCM), and the Local Government Management Association have been working collaboratively through the Working Group on Responsible Conduct (WGRC) to research and develop new responsible conduct tools to support local governments. In the past year, the WGRC has been implementing tools requested in the UBCM Resolution 2021-SR3 (Strengthening Responsible Conduct), which included amendments to the prescribed oath of office, a new education module, and code of conduct legislation.

The new code of conduct provisions introduced in the *Municipal Affairs Statutes Amendment Act (No.2)*, 2021 require councils and boards to consider establishing or updating a code of conduct within six months of their term of office. This new requirement builds upon and complements the existing responsible conduct framework by providing an additional tool to support local government elected officials. The requirements came into effect following the 2022 general local elections, and it will take time to gain a full understanding of the impact this tool will have on the conduct of elected officials. The province will continue to monitor and evaluate the current responsible conduct tools with our local government partners to determine any further actions needed.

The WGRC recognizes that embedding a culture of responsible conduct in the daily activities of local government elected officials is an incremental process and further work and collaboration is required. Any future work related to independent third-party approaches (e.g., integrity or ethics commissioners) would involve working with our local government partners and include an evaluation of current responsible conduct tools. Changes in this policy area are complex and multi-faceted and require consideration of issues such as the role of council and boards, funding arrangements, and the impact on existing responsible conduct tools.

Currently, local government legislation does not authorize or prohibit the voluntary establishment of an integrity commissioner for individual local governments. Both the City of Surrey and the City of Vancouver recently established their own integrity commissioner to operate independently for their local governments.

The Ministry will continue to work through the WGRC and with other local government partners to explore ways to embed responsible conduct principles into the local government system and to support inclusive and safe working environments.

**EB79 Parental Leave for Elected Officials****Cariboo RD**

Whereas Section 125(7) of the *Community Charter* and Section 204(2) of the *Local Government Act* exempt elected officials from disqualification due to absences of 60 consecutive days or 4 consecutive regular scheduled board or council meetings, if the absence is due to illness or injury or is with the leave of the council or board, but does not provide an exemption for new parents;

And whereas it is recognized that it is important for new parents to have adequate time and energy to spend with their child:

Therefore be it resolved that the UBCM lobby the provincial government to give its urgent attention to the matter of amending the *Community Charter* and *Local Government Act*, to include parental leave provisions that would grant elected officials who are new parents an exemption from being disqualified from office for absences of 60 consecutive days or 4 consecutive regular scheduled council or board meetings.

**RESPONSE: Ministry of Municipal Affairs**

The province recognizes that parental leave is an important action to support gender inclusion and diversity in local governments and has been actively monitoring the issue for several years now.

In previous responses to similar resolutions in 2016 (2016-B99) and 2021 (2021-NR1), the province has noted the complex policy considerations in relation to establishing provincially legislated statutory minimum maternity and parental leave for local elected officials. These considerations include the existing legal and policy rules around employee leave; whether elected officials can be considered employees under the *Employee Standards Act* for these purposes, and other implications that could flow from elected officials being considered “employees” given their collective status (as councils and boards) as “Employers.”

Under the existing legislation, local governments have full authority to grant leave for a wide variety of reasons to elected officials seeking this option. This authority includes the establishment of policies for such leave including handling of appointments (such as to boards and committees), and other duties during the leave and upon return. Furthermore, council members who have received approval for their absence from council attendance will not be at risk of disqualification for non-attendance at council meetings. The existing authority allows individual communities to design leave policies that reflect considerations for their unique circumstances for various types of leave.

The province continues to observe an increase in the number of local governments that have adopted their own specific policies to allow elected officials to go on maternity or parental leave. The province will continue to favour an approach that allows individual communities to determine policies related to various types of leave under existing local government legislation, just as local governments determine remuneration and other benefits for local elected officials. Local governments are best placed to continue to develop policies that best account for circumstances in their communities.

**EB80 Legislative Reform Initiative****Nanaimo RD**

Whereas regional districts are limited in their legislative authority in comparison with municipalities in several key areas such as business licensing authority, subdivision approval, regulation of fireworks discharge, parking enforcement, tree management, and taxation and funding models;

And whereas the social, political and economic environments that local governments operate within continue to evolve in areas such as climate change, environmental stewardship and a recognition of the importance of First Nations' participation in regional governance, and these realities should be reflected in updated legislation:

Therefore be it resolved that UBCM be urged to work with the Ministry of Municipal Affairs and regional districts to further a legislative reform initiative for the purpose of comprehensively reviewing and modernizing the *Local Government Act*.

**RESPONSE: Ministry of Municipal Affairs**

The Ministry recognizes that regional districts – like all governments – face difficult challenges as they adapt to new social, political, and environmental realities in the 21st century, and that regional districts require effective, flexible, and up-to-date tools to fulfill their distinct roles and responsibilities within BC's local government system.

While the challenges regional districts face are significant, UBCM and the province have a long history of working closely together develop and maintain a legislative and policy framework that empowers regional districts to proactively adapt and respond to their pressing challenges. The current framework has mostly worked well: regional districts continue to develop services to creatively meet community needs and accessed the innovative regulation-making authorities of the *Local Government Act* to empower regional districts that are ready to design a regulatory framework with targeted authorities (e.g., business licensing, dangerous dogs, fireworks authority).

The Ministry remains committed to working collaboratively with UBCM and regional districts to develop tools that ensure regional districts can respond to their evolving challenges. New tools or authorities need to be based on a clear analysis of the issues or problems that it is meant to address to be effective. Consensus is also needed on how to move forward before implemented on a system scale, and in some instances this collaborative work may lead to new legislation. Given the challenges associated with broad legislative changes, regional districts facing unique challenges may have an interest in working with the Ministry to explore the possibility of developing a regulation to implement solutions tailored to those challenges.

The objective of the memorandum of understanding (MOU) on Local Government Financial Resiliency between the Province and Union of BC Municipalities is to ensure that both municipal governments and regional districts remain resilient in the face of economic changes. The Local Government Financial Review Working Group established under the MOU will establish a common frame of reference for understanding both the financial challenges that regional districts face and the range of potential options that could address those challenges. The Ministry anticipates working closely with UBCM, regional districts and other Ministries in the future to explore and, potentially, implement the Committee's regional district-related findings.

**EB82 Pricing Policy for Community Forests****Central Kootenay RD**

Whereas the tabular stumpage rate system that currently applies to community forest agreements provides the ability for community forests to innovate and invest in community priorities including climate change adaptation, wildfire risk reduction, ecosystem restoration, old growth management, recreational infrastructure development, with community economic development relying upon the current tabular stumpage system and rates;

And whereas any change in the current tabular stumpage policy that results in an increased stumpage rates and additional administrative burden for community forest tenures will greatly reduce and undermine the capacity of community forests to provide key socio-economic benefits to the communities that they support:

Therefore be it resolved that UBCM ask the Province of British Columbia to maintain the tabular rate structure for community forest agreements in order to enable community forest agreement holders to implement modernized forest policies and to meet the full range of community objectives while operating viable businesses.

**RESPONSE: Ministry of Forests**

The work on policy intention #18 – Revising area-based tenure-specific pricing policy – in the [Intentions Paper](#) is still ongoing and no decisions have been made. The government is committed to engaging with the BC Community Forest Association as they work through the policy analysis.

Revising tenure disposition considerations is part of the Strengthening the Social Contract goal for modernizing forest policy. Addressing differences between Community Forest Agreements and First Nations Woodland Licenses is part of the Intentions Paper. Government's intention is to ensure communities are able to continue to provide benefits to their citizens since Community Forest Agreements are an important source of revenue for supporting local priorities and community initiatives. Intentions Paper policy #18 is in the initial stages and will consider the size of community forests and their economic viability. The benefits many communities receive from the existing model will be a key consideration in my decision.

**EB83 Stumpage Fee Revenue to Support Local Governments****Gold River**

Whereas the provincial government receives stumpage fees from all forest companies within the Province and the provincial government keeps all the stumpage fees received and local governments do not directly receive any of these fees;

And whereas in northeast British Columbia, local governments directly receive fees from the Natural Gas industry:

Therefore be it resolved that UBCM request the provincial government to establish a mechanism to share a portion of all stumpage fees collected or add on a collection of an additional increase to stumpage fees from the forest companies to the local governments within the said region of the tree farm licences.

**RESPONSE: Ministry of Forests**

The Ministry of Forests continues to explore ways to support local governments and expand opportunities for communities to benefit from the forest sector.

Stumpage is the fee collected by the government when it sells trees to a licensee. The fees go to general revenue where it is used to fund critical programs like healthcare and education. Overall, stumpage supports the services all British Columbians depend on, and contributes to communities across the province.

**EB84 Broadband Connectivity****Kootenay Boundary RD**

Whereas reliable and affordable access to broadband internet connectivity should be made available to all rural, remote and Indigenous communities in BC to support public health safety, economic development, social inclusion and access to information;

And whereas the Government of Canada has recognized that not all Canadians have access to reliable and affordable internet services and has established a Ministry of Rural Economic Development that includes rural broadband as a top priority:

Therefore be it resolved that UBCM urge the Province of BC to seriously commit to funding, and lobbying the federal government to fund, the implementation of affordable and reliable broadband internet services for all British Columbians.

**RESPONSE: Ministry of Citizens' Services**

On March 8, 2022, the Province of BC announced a historic joint federal and provincial \$830 million investment (\$415 million each) to connect the remaining underserved rural and Indigenous households in B.C. to high-speed internet services by 2027, of which there are approximately 115,000.

Connecting Communities BC is the Province's new connectivity program to fund projects that support the expansion of high-speed internet services. Through this funding program, eligible applicants apply for funding to help bring high-speed internet services to underserved rural, remote and Indigenous communities using multiple technologies, such as fibre, cable and fixed wireless.

The commitment to support expansion of high-speed internet services to all households by 2027 aims to help level the playing field for British Columbians, closing the digital divide and ensuring rural and Indigenous communities have better access to jobs, education, training, health care and new, diversified economic opportunities.

In Canada telecommunications companies are regulated by the Canadian Radio-television and Telecommunications Commission (CRTC). The federal government is leading affordability programs to help pay for internet services in Canada, including a program launched in 2018 in partnership with service providers, called [Connecting Families](#).



**EB85 MMIWG2S Calls for Justice****North Vancouver District**

Whereas the Missing and Murdered Indigenous Women, Girls and Two-Spirit People (MMIWG2S) Calls of Justice applies to the municipal government:

Therefore be it resolved that UBCM support **further action by all orders of government towards addressing the Calls for Justice** from the MMIWG2S report.

**RESPONSE: Ministry of Public Safety and Solicitor General**

Government is interested in working with UBCM to advance work in response to the Calls for Justice from the MMIWG2S+ report. Dismantling the underlying and systemic issues that result in Indigenous women, girls and 2SLGBTQ+ people experiencing violence at a much higher rate than other populations is fundamental to government's work toward true and lasting reconciliation and advancing gender equality.

Our work to date includes releasing 'A Path Forward: Priorities and Early Strategies for BC', outlining 28 mandate commitments to address the systemic causes of violence against Indigenous women, girls and 2SLGBTQQIA+ people, and announcing a foundational \$5.5M investment towards addressing community-based priorities in response to the National Inquiry into MMIWG on June 3, 2021.

Ministry staff have implemented the \$5.5M investment, including establishing an Indigenous-led Path Forward Community Fund which is now being administered by the BC Association of Aboriginal Friendship Centres. Government also released the Path Forward 2022 Status Update report on June 3, 2022, publicly reporting on key highlights of progress on the 28 commitments by theme.

This is only the beginning of our work to address violence against Indigenous women, girls, and 2SLGBTQ+ people and government is committed to supporting further action towards addressing the Calls for Justice from the MMIWG2S+ report.

**EB86 Cultural Awareness Training for Local Governments****Kitimat**

Whereas the Truth and Reconciliation Commission of Canada Calls to Action (No. 57, Professional Development and Training for Public Servants) states: “We call upon federal, provincial, territorial, and municipal governments to provide education to public servants on the history of Aboriginal peoples, including the history and legacy of residential schools, the United Nations Declaration on the Rights of Indigenous Peoples, Treaties and Aboriginal rights, Indigenous law, and Aboriginal–Crown relations. This will require skills-based training in intercultural competency, conflict resolution, human rights, and anti- racism”;

And whereas cultural awareness training provides the foundation for learning and valuing different perspectives and backgrounds:

Therefore be it resolved that British Columbia local governments be encouraged to undergo localized Indigenous Cultural Awareness Training and to advance all Calls to Action within the Truth and Reconciliation Commission of Canada.

**RESPONSE: Ministry of Municipal Affairs**

The province encourages local government elected officials and staff to undertake localized Indigenous Cultural Awareness Training and to advance Calls to Action of the Truth and Reconciliation Commission as well as the articles of the United Nations Declaration on the Rights of Indigenous Peoples.

The Memorandum of Understanding on Engagement with UBCM and Local Governments on First Nations Negotiations and Other Indigenous Initiatives (MOU) signed by the province and UBCM in 2021 acknowledges the work of the Union of BC Municipalities’ and local governments in B.C. are already doing. More importantly, the MOU underscores our shared commitment to implementing the UN Declaration and the Truth and Reconciliation Commission’s Calls to Action going forward..

Many local governments have a program of Indigenous Cultural Awareness Training for elected officials and staff. Work is also underway to update the Guide to First Nations Engagement on Local Government Statutory Approvals (Interim) to emphasize the importance of cultural awareness training and other reconciliation initiatives.

**EB87 Electoral Boundary Commission Review****Dawson Creek**

Whereas recent amendments made to the *Electoral Boundary Commission Act* in 2021 will allow the redrawing of electoral boundaries in British Columbia whereby large geographical areas in the province may be amalgamated due to their lower populations thereby resulting in rural areas being represented by a single Member of the Legislative Assembly (MLA);

And whereas a lower representation of members in the Legislative Assembly is not in the best interests of rural regions of British Columbia whose remoteness and distinctive character were once carefully enshrined within the Electoral Boundaries legislation which protected 17 rural electoral ridings:

Therefore be it resolved that UBCM lobby the Electoral Boundary Commission and the Provincial Government to demonstrate equality and fairness by ensuring fair representation of rural and northern communities in the Legislative Assembly where decisions are made that impact all British Columbians, including the rural regions which are resource rich sectors that strengthen the province's economy for the benefit of all British Columbians.

**RESPONSE: Ministry of Attorney General**

In British Columbia, an independent Electoral Boundaries Commission ("Commission") is appointed after every second general provincial election. The Commission is an independent and non-partisan commission appointed to review provincial electoral district boundaries.

The *Electoral Boundaries Commission Act* requires the Commission to be governed by the principles of representation by population and effective representation.

The Commission has conducted an initial round of public hearings around the province and presented its preliminary report on October 3, 2022. The preliminary report is available for review here: <https://bcebc.ca/preliminary-report/>. The Commission has not proposed reducing the number of electoral districts in northern BC.

Now that the preliminary report has been published, the Commission is seeking further public input before publishing a final report by April 3, 2023.

We invite you to submit your feedback to the Commission through their website at: <https://bcebc.ca/>

**EB88 Stable Funding for the Forest Enhancement Society****Cariboo RD**

Whereas the Forest Enhancement Society of BC is committed to supporting projects that reduce greenhouse gases, protect communities from wildfire, improve wildfire habitat and create jobs;

And whereas uncertainty in funding and resource availability is limiting the Society's ability to plan, support and complete long-term projects that would benefit British Columbia:

Therefore be it resolved that the UBCM lobby the provincial government for long-term sustainable funding for the Forest Enhancement Society of BC.

**RESPONSE: Ministry of Forests**

Forest Enhancement Society of BC has been a proven partner in the delivery of projects that contribute to the Province's key commitments of managing for climate change, sustainability and reconciliation; leading to continued benefits for B.C.'s forests, Indigenous peoples, and communities.

In fiscal year 2022/23, the province provided \$25 million to the Forest Enhancement Society of BC to support community projects that reduce the risk of wildfires over the next two years. To date, over 20 community forestry projects have been allocated funding. Project application is on-going until all the funding has been allocated.

Government is currently reviewing the feasibility of additional funding to the Forest Enhancement Society of BC.

## Section NR

### NR2 First Responder Call Out

### Radium Hot Springs

Whereas many rural areas in the Province are isolated with limited communications and large distances from established communities, there is a need in extenuating circumstances for Emergency Medical Aid First Responders (EMAFR) to attend emergency scenes at a considerable distance from the station.

These 'Out of Jurisdiction' responses require both skilled personnel and a rescue vehicle and can be of several hours duration. In many instances, the EMAFR are located closer to the scene of an incident than BC Ambulance Service (BCAS) and can provide a response sooner than the BCAS;

And whereas during these 'Out of Jurisdiction' responses, fire departments are reimbursed for activities under Emergency Management BC Policy 2.07, Road and Medical Rescue; while Emergency Medical Aid First Responders are not reimbursed for their activities at the same scene:

Therefore be it resolved that UBCM ask Emergency Management BC to include Emergency Medical Aid First Responders as eligible for reimbursement under Section 2.07.3 for extenuating circumstances.

#### **RESPONSE: Ministry of Emergency Management and Climate Readiness**

Emergency Management BC (EMBC) has prioritized working towards finding solutions for road rescue governance and funding, and is working with partners such as local governments, fire departments, and road rescue societies.

EMBC staff have reviewed the current road rescue governance and funding model in British Columbia and are undertaking a cross-jurisdictional review of road rescue. This work will guide the Province in discussions with road rescue partners and could include revising the funding model for road rescue.

Work to date has included consultation with the Office of the Fire Commissioner, the Fire Chiefs' Association of BC, as well as a survey of all road rescue service providers in British Columbia.

**NR5 Registration of Internationally Educated Nurses****Kitimat**

Whereas registered nurses are in demand throughout British Columbia especially in the northern and rural regions of the province;

And whereas the Provincial Health Services Authority (PHSA) provides for internationally educated nurses to obtain registration with the British Columbia College of Nurses and Midwives (BCCNM) and the regional health authorities are using student nurses programs:

Therefore be it resolved that the UBCM lobby the Province of British Columbia to provide greater support to streamline the registration process for internationally educated nurses to the British Columbia College of Nurses and Midwives, set up a financial support process, and bring together all stakeholders (National Nursing Assessment Association, BC College of Nurses and Midwives, BC Nurses Union, Ministry of Health, and Ministry of Advanced Education and Skills Training) to determine how to integrate internationally education nurses and employed student nurses to the workforce to address the nursing staffing crisis across the province.

**RESPONSE: Ministry of Post-Secondary Education and Future Skills**

The Province of British Columbia is providing nine million dollars in financial support to Internationally Educated Nurses (IENs) who wish to work in British Columbia, through the provision of bursaries to offset costs associated with completing the application and assessment process and educational upgrading required to practice as a nurse in B.C.

The British Columbia College of Nurses and Midwives has also redesigned their IEN application process to enable a single joint application for multiple nursing designations. This simplified process will allow IEN assessment for competencies in three healthcare professions at once. This will increase the chance of an IEN being able to join the workforce more quickly in the role to which they are best suited, while knowing on how to upskill if required to work at a higher level.

BCCNM and the Province are committed to continue working on further streamlining of the registration process for internationally educated nurses and to establish processes and supports to facilitate the integration of IENs and employed student nurses into the workforce to address workforce needs, in collaboration with the BC Health Authorities.

**NR7 Support for Bereavement Services to be Included in the BC Mental Health Plan**

**Port Moody**

Whereas BC is currently experiencing a mental health crisis;

And whereas there is a lack of publicly funded and accessible bereavement services for adults, young adults, and youth in our community despite the enormous toll the loss of loved ones has on mental health:

Therefore be it resolved that UBCM call on the Province of British Columbia to include funding for non- profit, publicly accessible bereavement services in the BC Mental Health and Addictions Strategy Plan.

**RESPONSE: Ministry of Mental Health and Addictions**

The Province recognizes the enormous toll the loss of loved ones has on mental health. Under [A Pathway to Hope: A roadmap for making mental health and addictions care better for people in British Columbia](#) government provided grant funding to 49 organizations to provide counselling in communities across BC for those experiencing a continuum of challenges including grief and loss.

Other examples of *A Pathway to Hope* initiatives that expand access to counselling and other mental health services include:

- In April 2020, government launched [Here2Talk](#), a free and confidential 24/7 mental health counselling and referral service for all post-secondary students in BC.
- [BounceBack](#) program is a free skill-building and coaching program for youth 13+ and adults experiencing mild to moderate depression, anxiety, stress or worry.
- [Foundry](#) offers free, confidential and age-friendly supports for young people ages 12-24, including mental health care, substance use services, medical services, youth and family peer supports, and social services – both online and in person in communities across BC.

We are actively working with the Ministry of Health and health authorities expanding and improving how services are delivered with trauma-informed, culturally safe, and person-centered care, and are engaged in ongoing dialogue regarding improving access to counselling services.

**NR8 Regional Food Supply Feasibility Study****Spallumcheen**

Whereas the effects of climate change, primarily flooding and wildfire events, have highlighted how fragile our food supply chain can be;

And whereas the need for a regional food supply system is greater than ever:

Therefore be it resolved that UBCM lobby the provincial government, primarily the Ministry of Agriculture and the Premier of British Columbia, to support and fund local food supply feasibility studies, to ensure that as much food as possible can be grown, processed, and purchased within regional areas to sustain the local populations.

**RESPONSE: Ministry of Agriculture and Food**

Government recognizes the role of agriculture in supporting local economies, protecting food supply, and preserving the environment. Government is continuing to support local food supply security and working with partners including local governments to ensure strong regional food production, processing, distribution, and regional availability for local populations.

The Ministry of Agriculture and Food (Ministry) currently delivers Grow BC, Feed BC, and Buy BC programming and services to support the production, processing, marketing, and sustainable supply of food in regions across B.C. Ensuring greater regional food production and supply requires having the land base to support the sector. The Agricultural Land Reserve (ALR) and support to local governments through the Ministry's Strengthening Farming Program help ensure land is available for farming. Through this program, the Ministry's land use planners and the geospatial team work collaboratively with the Ministry's regional agrologists to support a positive local government regulatory climate, encourage a more prominent role for agriculture, and foster innovative policy and regulation development that supports farming at the regional level.

A Cross-Government Food Security Steering Committee was convened in 2020. This committee is co-chaired by the Ministry of Social Development and Poverty Reduction, Ministry of Agriculture and Food, and Ministry of Health with the goal of developing a coordinated approach to responding effectively to food insecurity and advancing food security in the province. One of the key actions is leading the development of a Provincial Food Security Framework to outline how the Province, in partnership with local governments, the Federal government and other organizations and sectors, can support food security across B.C. communities.



**NR9 Speculation and Vacancy Tax Review****Cowichan Valley RD**

Whereas housing availability and affordability impacts the health, social and economic well-being of communities;

And whereas the provincial speculation and vacancy tax generates revenues to support affordable housing initiatives in the areas where the tax is collected, but is currently only applicable in large urban centres:

Therefore be it resolved that UBCM ask the Province to consult with local governments on an evaluation of the *Speculation and Vacancy Tax Act* including a review of the specified areas and the impact on **electoral** areas adjacent to the designated taxable regions.

**RESPONSE: Ministry of Finance**

The Speculation and Vacancy Tax (SVT) was introduced as part of Government's 30-point housing plan in November 2018. The SVT targets those who are holding their properties vacant, putting pressure on already low vacancy rates and housing supply levels. The SVT also targets foreign owners and satellite families who do not pay their share of income taxes in our province but enjoy British Columbia's services and high quality of life. The SVT is designed to prevent housing speculation and help turn vacant and underutilized properties into homes for people who live and work in B.C.

The *Speculation and Vacancy Tax Act* (SVTA) requires the Minister of Finance to conduct annual consultation with the mayors of all municipalities covered by the tax. These consultations provide mayors with an opportunity to discuss how the tax is affecting their communities and allow the Minister to release SVT data for each municipality.

The SVTA also requires that on or before December 31, 2021, and at least once every five years after that, the government must initiate a review of the Act and regulations and make public a report of the review. The report must take into account the effectiveness of the legislation having regard to housing affordability, including vacancy rates, sale prices of residential property, rents for residential property and other relevant factors. The first report was released in June 2022, which shows that the tax is working as intended.

When choosing where to initially apply the SVT, government focused on urban centres with low vacancy rates and affordability challenges in which house prices and rents exceeded local incomes. One of the recommendations from the review was to examine whether the tax should be expanded to new areas. The Province conducted this review and examined a range of factors including vacancy rates, affordability challenges, rents, local incomes, the area's close proximity to the existing SVT areas and whether the area was facing acute housing pressures related to speculation and empty homes. The Province also took into account input from local communities. As a result of the review, the Province has expanded the SVT to six new municipalities: North Cowichan, Duncan, Ladysmith, Lake Cowichan, Lions Bay and Squamish, effective January 2023.

The Province has received requests from areas outside the SVT regions that are interested in being subject to the tax. The Province must contemplate any changes to the SVT at the provincial level and consider taxation at other levels of government, such as the federal government's implementation of the Underused Housing Tax in 2022 and introduction of a two-year foreign ownership ban in 2023.

Government is carefully monitoring housing data moving forward to ensure the desired results of the SVT are achieved and will continue to consult with local governments on impacts and implementation.

**NR11 Enforcement Tools for Short-Term Rentals****Sunshine Coast RD**

Whereas according to the June 2021 Report of the Joint UBCM-Province Advisory Group on Short-Term Rentals, the short-term rental industry has seen significant growth since the arrival of online accommodation platforms such that effective regulation of short-term rental activity is necessary to ensure community economic benefits of the industry are balanced with reducing impacts of concern such as long-term rental housing availability, affordability and neighbourhood livability;

And whereas many popular vacation areas lie outside of municipal boundaries in electoral areas;

And whereas enforcement tools to regulate short-term rentals (STRs) are more limited for regional districts than they are for municipalities; And whereas the recommendations in the June 2021 report do not adequately consider the urgency of the matter nor the practical barriers to the implementation of business licensing in electoral areas:

Therefore be it resolved that UBCM urge the provincial government to develop and implement short-term rental enforcement solutions for all local governments, such as broadening authority to enforce compliance through simplified ticketing procedures, collection of evidence and the establishment of proof based on online investigation of accommodation listings, and expanding options to compel payment of unpaid fines through alternative mechanisms such as applying uncollected ticket fines to property taxes.

**RESPONSE: Ministry of Housing**

Government is interested in supporting all local governments in enforcing their short-term rental by-laws to reduce the diversion of long-term rental and ownership units to the short-term rental market. This is clear from the direction in the Minister of Housing's mandate letter of December 2022: "Introduce legislation establishing new tools for local governments to help them better regulate short term rentals in their communities." The due diligence includes a close examination of the recommendations made in the June 2021 Final Report of the Joint UBCM-Province Advisory Group on Short-Term Rentals.

Ministry of Housing staff are currently undertaking work on this issue, which includes identification of potential legislative changes required to enhance enforcement of short-term regulations for use by all local governments in BC. This work includes evaluating many policy options, including those such as enabling regional districts the authority to establish short-term rental business licensing regimes and assessing the application of appropriate fines.

The Ministry of Housing is consulting with its ministry partners to arrive at practical enforcement solutions, including the Ministries of Finance, Attorney General, and Municipal Affairs.

**NR13 Rental Assistance Program Eligibility Criteria****Delta**

Whereas BC Housing's Rental Assistance Program provides critical financial support for low-income families to help with monthly rent payments;

And whereas rental assistance is currently only available to families or people with dependent children, while single people do not qualify for assistance;

And whereas there is a growing and urgent need for supportive housing for all ages and abilities, including those with developmental disabilities:

Therefore be it resolved that UBCM request that the provincial government review the eligibility criteria for rental assistance, and implement changes that would qualify single people with diverse abilities for financial support.

**RESPONSE: Ministry of Housing**

The provincial government is committed to supporting low-income individuals and working families by offering programs and services that meet their needs. In 2022/23, the Province will spend \$39.9 million on the Rental Assistance Program to assist 7,100 families pay market rent for their homes. Recognizing that housing affordability challenges continue to be great, amending the scope of programs is always an option.

Government acknowledges that the COVID-19 pandemic and global economic inflation has put increased pressure on low-income working individuals and families. Government continues to safeguard affordability for individuals and families by increasing the Climate Action Tax credit by an additional \$164 per adult and \$41 per child, increasing the BC Family Benefit by as much as \$58.33 per child/month and capping rent increases for 2023 to 2 per cent. BC is also the first province to provide 100 per cent rent bank coverage to provide low-income renters interest-free loans to cover emergency expenses so they can retain their housing, preventing homelessness.

In addition to rent supplements, government has invested \$1.9 billion to build 14,350 units of affordable rentals with a focus on individuals with disabilities through the BuildingBC Community Housing Fund (CHF) and \$1.2 billion to build 3,800 units of supportive housing under the Supportive Housing Fund (SHF). To date, over 9,000 units are complete or underway through CHF, and over 3,700 through SHF including the following units with a focus on people with disabilities:

- Evergreen Court (4625 Evergreen Ln.) provides 130 below-market rental homes for independent seniors and individuals living with intellectual disabilities, and
- 85 new rental homes (15245 99 Avenue) for people living with disabilities in Surrey.

BC Housing also operates several additional programs that provide housing and support services to people with disabilities in British Columbia. The Rebate for Accessible Home Adaptations (BC RAHA) program provides low-income household grants of up to \$17,500 for eligible home adaptations for independent living. The Independent Living BC Program is a subsidized, assisted-living program that provides housing with support services to seniors and people with disabilities. The program is offered in partnership between BC Housing, provincial health authorities, the Canada Mortgage and Housing Corporation and both non-profit and private-market housing providers.

Recognizing the need for increased support for those with developmental disabilities, the Province has also invested \$5.3 million through the Ministry of Social Development and Poverty Reduction to support Reimagining Community Inclusion (RCI) projects in priority areas of inclusive housing, employment, Indigenous services, and health and wellness. This funding includes \$500,000 for InclusionBC to:

- identify, map and engage community partners who want to support the development of inclusive housing for those with developmental disabilities,
- support community partners such as non-profits and local governments to promote inclusive housing, and
- raise awareness about the need for inclusive housing.

**NR14 Non-Profit Housing Acquisition Strategy****Victoria**

Whereas to expand the supply of community and affordable housing, experts tasked with delivering the final report of the Canada-British Columbia Expert Panel on the Future of Housing Supply and Affordability recommend that:

The federal and provincial governments independently or jointly create an acquisition fund to enable non-profit housing organizations to acquire currently affordable housing properties at risk of being repriced or redeveloped into more expensive units. Conditions should be attached to this funding that will prevent forced displacement of existing tenants when a building is acquired. The BC government should exempt non-profit organizations from the property transfer tax for building acquisitions that will be used to provide affordable housing:

Therefore be it resolved that UBCM advocate that the provincial government support the recommendation of the Canada-British Columbia Expert Panel on the Future of Housing Supply and Affordability, to develop a provincial acquisition strategy and grant program that would allow non-profit housing providers to purchase and repair aging rental stock for the purposes of maintaining existing affordable housing.

**RESPONSE: Ministry of Housing**

Government has reviewed the work by the Federal-Provincial Government Expert Panel on the Future of Housing Supply and Affordability and acknowledges the report as an important step in the Province's efforts to expand housing supply and improve affordability. The Panel's recommendation to preserve affordable housing is being reviewed by government.

**NR15 Community Housing Development Supports****Port Hardy**

Whereas many rural local governments in British Columbia are experiencing elevated demand for supply across the housing spectrum and have an interest in commissioning residential construction to meet the housing deficit but lack the technical resources to procure it;

And whereas Infrastructure BC supports the public sector by providing leadership in the procurement of complex capital projects:

Therefore be it resolved that UBCM to lobby the provincial government to broaden the mandate of Infrastructure BC to facilitate the delivery of strategic housing projects on behalf of petitioning local governments.

**RESPONSE: Ministry of Finance**

Government remains committed to delivering affordable housing for British Columbians. In 2018, government released [\*Homes for B.C.: A 30-Point Plan for Housing Affordability in British Columbia\*](#) (30 Point Plan) to deliver 114,000 affordable homes via an investment of \$6.6B over 10 years.

Infrastructure BC's mandate is to provide strategic advice to the Province and to support other public sector clients to plan, procure and deliver complex public infrastructure projects. Project owners choose to engage with Infrastructure BC on a fee-for-service basis, including non-Provincial project owners such as municipalities.

The mandate for the delivery of housing projects continues to be with the BC Housing Management Commission (BC Housing), a Crown corporation that develops, manages and administers housing in the province. Since 2017, through BC Housing partnerships, the Province has funded over 36,000 affordable homes that are either complete or underway for people in B.C., including in Port Hardy.

Through BC Housing, the Province will continue to deliver the Building BC and HousingHub programs. Building BC supports delivering housing for low- and moderate-income earners, including seniors and families. HousingHub works with community, government, non-profit and private-sector partners to help create new affordable rental housing and homeownership options for middle-income British Columbians.

**NR16 Mandatory Inclusionary Housing Bylaw****Saanich**

Whereas communities across British Columbia face acute challenges around housing affordability, undermining the well being of individuals, families and communities;

And whereas the legislative framework available for local governments currently does not permit a municipality to have a mandatory inclusionary housing bylaw if it chooses to pursue such as bylaw:

Therefore be it resolved that UBCM request that the Province of British Columbia make the legislative changes required to permit a municipality to adopt a mandatory inclusionary housing bylaw.

**RESPONSE: Ministry of Housing**

The Province of British Columbia (Province) is committed to supporting local governments in their efforts to bring affordable housing to all communities in B.C.

Local governments currently have the power to secure affordable housing by using density benefits for amenities, affordable housing, and special needs housing. Sections 482 and 483 of the *Local Government Act* provide local governments with the authority to zone for amenities and affordable housing, and to enter into housing agreements with owners who provide their consent. Density bonus zoning can be an effective tool in promoting affordable housing as zoning bylaws can specify affordability outcomes or design features that would be required to allow additional density.

In 2018, the Ministry of Municipal Affairs (MUNI) launched the Development Approvals Process Review (DAPR), with the aim of improving the efficiency and effectiveness of local government development approvals. Extensive local government and stakeholder engagement produced a comprehensive list of informed ideas for improving the system that was published in a [stakeholder report](#).

As part of ongoing DAPR work, MUNI is exploring approaches related to Official Community Plans, zoning, and development finance. This includes looking more closely at tools to support the delivery of more diverse and affordable housing, such as inclusionary zoning, in line with feedback from local governments and other housing stakeholders.

**NR17 Bare Land Strata Development Minimum Standards****Lumby**

Whereas bare land strata plan requirements for the strata's internal works and services are outside of local government purview;

And whereas it is recognized that municipalities should prescribe all developments standards as the municipality is concerned with how infrastructure is originally built and with the standards of living in its community;

And whereas current bare land strata developments do not have to meet minimum municipal standards, and as such may devolve into undesirable neighbourhoods that are inconsistent with other neighbourhoods, adversely affecting the land value beyond the area of the bare land strata subdivision:

Therefore be it resolved that UBCM asks the BC Government to amend the Bare Land Strata Regulation to require that bare land strata developments meet the same minimum standards set by local governments, as required in their subdivision servicing bylaws, to ensure consistency across all developments throughout the community, in areas such as street lighting, sidewalks, curb heights, paved roads etc.

**RESPONSE: Ministry of Housing**

Government shares the goal of local governments for infrastructure to be built to adequate standards. The Ministry has not been made aware of instances of bare land strata developments devolving into undesirable neighbourhoods or adversely affecting neighbouring property values.

Approving officers have considerable latitude in the Bare Land Strata Regulations with regard to refusing or approving bare land strata plans. Reasons include: if the approving officer considers that the proposed development would injuriously affect the established amenities of adjoining properties, or it would be against the public interest.

Government regularly reviews and updates strata legislation to ensure it serves the public interest while meeting the needs of the strata community. UBCM may wish to engage in further discussions with the Ministry responsible for Housing to elaborate on the perceived shortcomings of the current authorities in the Regulation.

## **NR18 Increasing Provincial Incentives for Installing Solar Panels and Solar Hot Water Systems**

**Vancouver**

Whereas the Province's CleanBC Roadmap to 2030 and BC Hydro's Five-Year Electrification Plan, both released in the fall of 2021, promote rebates to purchase electric heat pumps that incentivize British Columbians to switch from using fossil fuels to hydro-electricity to heat their homes and hot water, thus mitigating climate change by reducing GHGs;

And whereas there are no equivalent incentives for home and building owners to increase their own supply of renewable energy or to reduce the demand for hydro-electricity, both of which will become increasingly important for climate resiliency as BC Hydro has estimated it has sufficient supply of electricity only until 2030;

And whereas rebates for home and building owners to install solar hot water systems and solar (photovoltaic) panels would increase the supply of clean energy as well as reduce energy costs for families and businesses both of which increase climate resiliency:

Therefore be it resolved that UBCM request that the Government of BC pursue as quickly as possible adding financial incentives, including increased feed-in-tariffs, for home and building owners to install solar (photovoltaic) panels and solar hot water systems;

And be it further resolved that UBCM request that the Government of BC modify the BC Building Code, and include in a future BC Existing Buildings Alterations Code, specifications, including design and placement standards, and load-bearing requirements, for solar (photovoltaic) panels and solar hot water systems.

### **RESPONSE: Ministry of Energy, Mines and Low Carbon Innovation**

In addition to energy efficiency and the use of low carbon fuels, [CleanBC Roadmap to 2030](#) (CleanBC) identifies opportunities to use clean electricity to displace carbon-emitting fuels in buildings, transportation, and in industrial sectors. Ninety-eight percent of British Columbia's (B.C.) electricity generation comes from large hydro-electric facilities and other clean, renewable resources such as wind, solar, run-of-river and small storage hydroelectric, biomass, and other alternative resources. B.C. currently has a surplus of highly-reliable, low-cost, and clean electricity, enough to move us towards our CleanBC goals in the near and medium term.

As a result, programs to provide rebates for solar energy systems would have minimal greenhouse gas emissions benefits. As such, neither the Province nor utilities offer incentives, grants, or discounts for the purchase and/or installation of other types of alternative electricity generation, such as solar panels. B.C. does, however, provide a provincial sales tax exemption on certain renewable energy equipment, including but not limited to solar energy equipment.

Regarding solar specifications for building codes--solar systems fall within the electrical code rather than the building code. Changes to the 2021 Canadian Electrical Code, adopted as the BC Electrical Code, have reduced regulatory barriers to installing photovoltaic systems. These changes recognize innovation in technology while promoting a high degree of safety. There are no plans currently to change the BC Building Code or the solar hot water regulation; however, identified barriers within the Building Code, can be brought to the attention of the Building and Safety Standards Branch within the Ministry Responsible for Housing.



**NR19 Homeowner Insurance Availability and Provisions****Central Kootenay RD**

Whereas homeowner insurance coverage across British Columbia is unavailable or is prohibitively expensive for many homeowners in rural and remote areas or in areas serviced by cable ferries;

And whereas homeowner insurance policy provisions across British Columbia are inconsistent, are subject to reductions in coverage when homes are sold or transition from construction insurance to regular homeowner insurance upon occupancy, and many policies cannot be renewed during wildfire season, which is becoming longer and more impactful each year:

Therefore be it resolved that UBCM petition the Province to introduce and adopt legislation that requires all insurance providers in British Columbia to provide insurance to all homeowners in the province with provisions that are consistent, fair, and equitable.

**RESPONSE: Ministry of Finance**

Insurance coverage and pricing is an ongoing business decision undertaken by insurers, based on a careful analysis of risk, market conditions, and regulatory requirements.

A number of issues have arisen in recent years that have driven the cost of insurance upwards, and, in some cases, have made insurance less available. Issues contributing to the increase in insurance costs include more frequent natural disasters (flooding, fires, etc.), a reduction in the number of insurers offering insurance in certain markets and other market pressures (lower interest rates, supply chain issues that increase the costs related to building and construction, etc.).

However, even during wildfire season, insurance remains generally available throughout the province. Only areas under imminent threat are subject to temporary restrictions or limitations on the sale of new coverage. Those who need new insurance coverage in areas under imminent threat may be able to find a specialized insurer and get short-term coverage, although this coverage is costly.

Government intervention in a private market must be carefully considered, to ensure that any measures do not distort the market and create unintended consequences. For example, requiring insurers to provide insurance, regardless of the risk, may lead to insurers simply leaving the province, which could lead to significant increases in premiums with the insurers that remain.

Government continues to work closely with regulatory authorities, such as the BC Financial Services Authority and the Insurance Council of BC, to understand what, if any options are available that could mitigate the increased cost of insurance, as well as improve availability and choice for consumers.

**NR20 Home Owner Grant Increase****Okanagan-Similkameen RD**

Whereas the home owner grant's primary objective is to reduce the tax burden on the school portion of the tax notice;

And whereas with the material increase in property values those properties that increase above the average will bear a higher burden of taxes;

And whereas due to the increase in property assessment the school tax charge becomes higher than the Home Owner Grant:

Therefore be it resolved that UBCM request that the Ministry of Finance increase the additional home owner grant to reflect the actual school tax charged on the property where the school tax is higher than the home owner grant.

**RESPONSE: Ministry of Finance**

The Home Owner Grant was designed to provide modest tax relief to homeowners who need it most. Grant amounts are reduced or eliminated for properties worth more than the threshold. This results in owners of higher-valued homes being asked to contribute more. The Province increased the 2022 threshold to \$1,975,000 to be consistent with the policy of capturing 92 percent of homes in B.C. Without the increase, approximately 100,000 more home owners would have lost part of or all of their Home Owner Grant. The additional Home Owner Grant provides \$275 on top of the regular grant to seniors, those living with a disability, and veterans.

The Home Owner Grant amounts are set throughout the province so that all qualifying homeowners can easily apply prior to making their property tax payments. Changing these amounts to reflect the actual school tax charged on a specific property would be administratively challenging to implement and would require changes to the provincial system and to every municipality's tax notice. The Province is not considering increasing the additional Home Owner Grant to reflect the actual school tax charged on properties.

However, the Province understands that above-average home value increases do not always represent an increased capacity to pay tax, which is why government offers property tax relief through various programs. Under the low-income grant supplement program, eligible low-income seniors, veterans and persons with disabilities can receive a supplement that replaces any Home Owner grant that is lost due to the high value of the home. In addition, the property tax deferral program helps seniors and families with dependent children stay in their homes by providing a low interest loan to help pay the annual property taxes on their principal residences.

**NR21 Tiny Homes****Oliver**

Whereas during the 2020/2021 fiscal year BC Housing subsidized nearly 19,000 shelter spaces and housing units and provided rent supplements and, further, it was reported by the Bank of Canada that in Quarter 3 of 2021 Canadians needed to spend over 37 percent of their household income to service a mortgage;

And whereas owning a home in British Columbia is becoming increasingly unaffordable and tiny homes offer an affordable, quick to build and green alternative to standard housing:

Therefore be it resolved that UBCM ask the Province of BC to review the BC Building Code to address barriers such as, but not limited to, egress, headroom and window and door size, and to recognize, allow and provide building requirements for tiny homes;

And be it further resolved that the Province should incorporate these changes into Part 9 of the BC Building Code that would define tiny houses as allowable permanent dwellings, and thus permit them to be constructed where local government official community plans and zoning bylaws deem them appropriate.

**RESPONSE: Ministry of Housing**

The BC Building Code establishes minimum life-safety measures such as structural integrity, smoke alarms, means of egress, and ventilation, and health measures like plumbing. Reducing or removing these measures compromises the health and safety of building occupants.

The Building Code has no limit on how small a house can be built, provided it meets the minimum standard for the protection of people and protection of the environment. Several manufacturers in BC have successfully designed and installed tiny homes that meet the safety standards of the Building Code.

While some tiny homes are built to be permanently sited on a foundation and connected to services, others are built as a trailer with wheels and designed to be movable. Tiny homes on wheels have unique considerations such as connections to potable water, utilities, and sewage disposal.

**NR22 Standardize Health and Safety Rules and Regulations  
Facilitate Year-Round Housing in RVs**

**Sunshine Coast RD to**

Whereas the province of BC is facing a housing crisis;

And whereas the Province has jurisdiction and is responsible for housing in BC;

And whereas the British Columbia Building Code, the *Motor Vehicle Act*, and the *Manufactured Home Park Tenancy Act* create an unclear regulatory environment for local governments:

Therefore be it resolved that UBCM encourage the Province to recognize that Recreational Vehicles (RVs) are used for year-round living, including the development of **regulations** ~~guidelines for best practices~~ for ensuring health and safety for the use of RVs for year-round living, and for their inclusion within the BC Housing Action Plan.

**RESPONSE: Ministry of Housing**

The Province recognises the use of RVs and vehicles as housing for people at risk of and experiencing homelessness. Guidelines or best practices developed to support year-round RV living should include a range of use and support needs, as well as homelessness outreach and response where the living situation may be the result of necessity rather than lifestyle choice.

While the BC Building Code sets minimum acceptable safety standards for full-time residences, local governments set bylaws impacting vehicle dwelling through parking bylaws and enforcement. Further analysis must be conducted to determine if recreational vehicles are safe for permanent dwelling or provide an appropriate level of performance.

Although the *Manufactured Home Park Tenancy Act* is intended to apply to manufactured homes located in manufactured home parks, it may apply to recreational vehicles that are used by the owner as full-time living accommodation and located on land rented on a long-term basis, even if the land is not zoned or formally used as a manufactured home park. The Act does not apply to living arrangements that are transitory or short-term, such as a one month stay in a municipal campground. If the Act applies, the landlord must provide and maintain the manufactured home park in a reasonable state of repair, and comply with housing, health and safety standards required by law. Tenancies can only be ended in circumstances such as failure to pay rent, cause, or conversion of the park to another use.

In the case of conversion, significant notice and compensation must be given to tenants, in recognition of the displacement and financial loss that often occurs because a manufactured home cannot be moved or relocated. Analysis would be required to determine whether provisions such as this are appropriate in cases involving RVs, which are intended to be moved under their own power or easily towed.

**NR23 Emergency Management Program Reform****Lillooet**

Whereas local governments and other local authorities in rural British Columbia are under-resourced to effectively respond to ever-increasing climate related disasters;

And whereas the elected officials and staff of local governments and other local authorities are often themselves personally and tragically impacted by these disasters;

And whereas the emergency management program provides provincially administered funding for on-the-ground efforts that largely rely on the victims of the disaster to be responsible for disaster response and recovery:

Therefore be it resolved that UBCM request that the Province of BC offer on-the-ground provision of the duties assigned to local governments under section 6 of the *Emergency Program Act*, for local governments that opt-in, to ensure that adequate resources are always available and can be dynamically allocated throughout the province based on capacity and need.

**RESPONSE: Ministry of Emergency Management and Climate Readiness**

The Province is committed to supporting local governments in their efforts to respond to and recover from disasters, as well as their efforts to reduce the risk of disasters.

Section 6 of the *Emergency Program Act* requires a local authority to create local emergency plans and to establish and maintain an emergency management organization. It also provides that a local authority is responsible for the direction and control of the local authority's emergency response. The *Emergency Program Act* establishes similar duties and authority for the Province. This design, within which multiple governing entities have duties and authority, will be maintained in the modernized emergency management legislation expected to be introduced in spring 2023 and reflects the fact that emergencies are co-managed in B.C.

The Province partners with communities and the federal government to invest in disaster risk reduction and climate adaptation through several funding programs that support local governments and First Nations. These programs support communities in understanding their risks and taking action to reduce disaster risks, including preparedness and disaster mitigation. Emergency Management BC encourages communities to apply for the relevant disaster risk reduction funding to support their communities to reduce the risks of natural and climate-related hazards in their community.

There have also been efforts to modernize the Compensation Disaster Financial Assistance Regulations and the provincial Disaster Financial Assistance program since spring 2022. The revised regulations allowed for greater eligibility for small businesses, increased limit to assistance, and greater provincial cost-sharing with local authority infrastructure.

**NR24 Emergency Equipment Provincial Procurement****Port Hardy**

Whereas local governments support local fire services with equipment and apparatus to support fire, road rescue and first responder services, and there are limited opportunities for grants to support these large capital expenditures;

And whereas the provincial government as representatives for local government could leverage savings in purchasing emergency equipment in bulk to supply at a reduced cost to communities:

Therefore be it resolved that UBCM lobby the provincial government to provide opportunities for local governments to purchase emergency equipment through the Provincial Procurement Services Branch in order to reduce the cost of this equipment for local governments.

**RESPONSE: Ministry of Citizens' Services**

Procurement Services Branch staff welcome the opportunity to explore this request further with local governments and appropriate stakeholders to understand the needs of the various communities, understand the current processes, budgets and frequency of purchases so that the team can propose a solution.

**NR25 Emergency Evacuation Transportation****Chase**

Whereas many small local governments not in close proximity to larger centres do not have publicly provided or privately provided bus service available;

And whereas in the event of an emergency evacuation, the provision of one or more busses would be an integral part of the evacuation of individuals particularly those vulnerable, mobility challenged and without their own or supportive transportation;

And whereas most small local governments have school bus services provided by the school districts to transport children to and from school but the buses are not stationed in the local governments in the summer which is the critical time particularly for wildfire risk and potential evacuation:

Therefore be it resolved that UBCM request the Province of BC to require school districts to keep some buses in the local government they serve during summer months to provide for the evacuation of vulnerable individuals if required.

**RESPONSE: Ministry of Education and Childcare**

Through the work of Emergency Management British Columbia (EMBC), Government is committed to working with communities and local governments to update and future-proof our collective, province-wide ability to respond to crises induced by climate change.

School districts continue to demonstrate significant leadership in responding to local emergency events, leveraging their facilities and transportation assets to assist with these efforts, as necessary. This includes using schools as staging grounds for wildfire fighting operations, accommodating stranded passengers at schools in the event of major road closures or using schools as cooling stations in the event of heat domes, for example.

At this time, 47 out of 60 school districts own and operate their own transportation fleets with each district having different strategies to store buses during the summer months. The remaining 13 school districts contract out the service to private operators. Requiring school districts to store buses in the local government they serve during summer months does not seem feasible.

The Ministry of Education and Child Care looks forward to continuing to coordinate closely with school districts, local governments, EMBC and other agencies to assist with responding to and recovering from local emergency crises.

**NR26 BC Wildfire****Kootenay Boundary RD**

Whereas communities have written to the federal and provincial governments requesting that they empower — local persons, those working with licensees, industry and contractors, Indigenous communities, ranchers and workers such as fire fighters, forestry workers, and all those that see the day- to-day issues and have front-line knowledge — to provide feedback on the inconsistencies and shortcomings with regard to forest management and wildfire prevention in order to help bring about much- needed change;

And whereas the Ontario government has assembled an ‘All Hazards Agency’ that employs people to manage emergency events such as wildfires:

Therefore be it resolved that UBCM urge the provincial government to provide better forest management and wildfire protection by assessing current policies and guidelines to enhance those that are working to re-evaluate and change those that are not.

**RESPONSE: Ministry of Forests**

The B.C. government strongly supports efforts of local governments and First Nations to reduce wildfire risks in and around their communities by completing fuel management projects, developing Community Wildfire Resiliency Plans and implementing FireSmart principles.

Budget 2022 includes the largest investment in the history of the BC Wildfire Service, which will help the organization transform into a year-round all natural hazards response operation. The Province is providing \$145 million to strengthen B.C.’s emergency management and wildfire services and \$98 million to fund wildfire prevention work and maintain crucial forest service roads. An additional \$90 million investment in community grants for the FireSmart program will help provide homeowners and communities to take actions to protect their homes and communities from the impacts of wildfire.

BC Wildfire Service, First Nations Emergency Services Society, Emergency Management BC and Indigenous Services Canada are working to engage communities to determine community firefighting models to help small, remote, and Indigenous communities build capacity and better prepare for their increasing vulnerability to wildfire.

Through the Forest Landscape Planning and Forest and Range Practices Act Improvement Initiative, the Ministry of Forests continues to modernize forest management policy, with wildfire risk reduction being a key component.



**NR27 Provincial Wildfire Deployment Invoice Payment****Fraser-Fort George RD**

Whereas volunteer fire departments throughout the province opt to provide wildland firefighting personnel and resources to assist in response to support the communities across the province during emergency wildland/interface events;

And whereas the Province provides for payment for the deployed wildland firefighting personnel and resources;

And whereas the deployment of the wildland firefighting personnel and resources greatly assists in the public safety and protection of property across the province, and the delayed payment of invoices can place an undue strain on the firefighters who staff the fire apparatus and on volunteer fire department budgets who supply Structural Protection Units that go on the deployments:

Therefore be it resolved that UBCM requests the Province to ensure the timely payment of deployment invoices in order to ensure that firefighters and volunteer fire departments can continue to deploy to assist in emergency wildland/interface deployment events without having to endure financial strain.

**RESPONSE: Ministry of Forests**

In 2022, the Ministry of Forests' BC Wildfire Service became responsible for the structure protection and defense program for the province, a responsibility previously jointly managed by the BC Wildfire Service and the Office of the Fire Commissioner.

The BC Wildfire Service is increasing the efficiency and effectiveness in the payment of deployment invoices. In 2022, BC Wildfire Service established a new deployment invoicing process to accept, review and approve payment for invoices associated with all structure protection and defence deployments.

The BC Wildfire Service is committed to continuously improving this system, and to building strong partnerships with local governments and encourages feedback on the timeliness of invoice payment under this new system. The BC Wildfire Service is currently working with the Fire Chiefs Association of BC to update the BC Wildfire Service Memorandum of Agreement for interagency operational procedures and reimbursement rates. Completion of this work is on track for a target release date of April 1, 2023.

## **NR28 Support Flood Recovery that Creates Safe Communities and Healthy, Resilient Ecosystems**

**Port Moody**

Whereas the tragic flood events of November 2021 highlighted that conventional approaches to managing floods have not ensured public safety, lead to province-wide disruptions of infrastructure and food supply, weakened our flood storage capacity in the floodplain and further degraded the ecological health;

And whereas many flood control structures (e.g. dikes and associated floodgates and pumps) are unnecessarily blocking access to important habitats for wild salmon (e.g., over 1,500 km in the lower Fraser River floodplain) and many of these structures are undersized for climate related increases in flooding as experienced during the November 2021 floods:

Therefore be it resolved that UBCM call on the federal and provincial governments to ensure flood control projects provide multiple benefits to communities by aligning flood control funding and criteria with other core objectives such as reconciliation, wild salmon recovery, biodiversity, green infrastructure, climate adaptation and mitigation, emergency preparedness and “building back better”;

And be it further resolved that Fisheries and Oceans Canada, BC Ministry of Forests and Ministry of Land, Water and Resource Stewardship co-create Best Management Practices to provide technical guidance for local governments on achieving short-and long-term flood recovery needs that are multi- beneficial and improve climate adaptation needs.

### **RESPONSE: Ministry of Forests**

Green infrastructure and natural assets are increasingly recognized as important approaches in comprehensive flood risk reduction strategies for communities across B.C. Many flood mitigation funding programs recognize green infrastructure and natural assets as eligible activities, including the Disaster Mitigation and Adaptation Fund (DMAF) and Adaptation, Resilience and Disaster Mitigation (ARDM) Program. The Province has emphasized natural systems, reconciliation, and climate adaptation in recent flood mitigation funding programs such as the Community Emergency Preparedness Fund as part of a modern comprehensive approach to flood risk reduction.

Engagement was held on the B.C. Flood Strategy Intentions Paper between October 20th, 2022, to January 27th, 2023, and included discussions on a holistic approach to improve flood resilience alongside other co-benefits. Engagement included discussions on shifting from the past, emphasized on flood control, to investments that avoid new flood risk, accommodate flood waters, and retreat from high-risk areas (community-led). Nature-based solutions, progress towards reconciliation, and building back better in recovery were also identified in the Intentions Paper and throughout engagement sessions. The Interim Provincial Disaster Recovery Guidelines outline strategic guidance for the community recovery process and are intended to support communities in balancing multiple values and considerations after a disaster. This framework is intended to be validated and superseded by a permanent disaster recovery framework that aligns with the modernized *Emergency Program Act*.

Community recovery offers an opportunity to rebuild and strengthen social, ecological and economic resilience. There is an opportunity to build back to meet updated standards while complementing this work with other mitigation projects that help adapt to climate change or provide co-benefits for fish, habitat, food security, and other values alongside public safety. The Province is developing guidance for communities to plan and implement nature-based solutions for flood protection infrastructure that can be applied before or after a flood. Engineered wetlands, shoreline nourishment and setback dikes are examples of approaches that B.C. communities are implementing today to enhance other values while reducing flood impacts. Natural infrastructure guidelines are intended to outline techniques that weave together wise practices from here and around the world.

Strengthening community recovery and building back better is highlighted in the priority actions in the Intentions Paper for a B.C. Flood Strategy. Local governments are encouraged to share their insights and suggestions on specific areas for improved guidance through the B.C. Flood Strategy engagement this fall. Working together with federal departments, other provincial ministries, local government, First Nations, and other partners, we are striving to develop a more holistic approach to flood preparedness, mitigation, response and recovery that aligns with the United Nations Sendai Framework for Disaster Risk Reduction and the B.C. Declaration on the Rights of Indigenous Peoples Act.

**NR29 Raising the Disaster Financial Assistance Cap****Fraser Valley RD,  
LMLGA Executive**

Whereas the Province of British Columbia has not increased the limit on Disaster Financial Assistance Funding (DFA) for homeowner applications since 1996;

And whereas since 1996 the cost and value of property in the Lower Mainland has significantly increased, creating a gap that prevents property owners from reasonably overcoming catastrophic loss:

Therefore be it resolved that UBCM urge the Province of British Columbia and Emergency Management BC to increase the DFA limit on homeowner applications and consider implementing a framework that ties DFA compensation to BC market values.

**RESPONSE: Ministry of Emergency Management and Climate Readiness**

Building on the series of improvements to the Disaster Financial Assistance (DFA) program made in April 2022, Government increased the maximum payment for private sector applicants (households, small businesses, farm operations, and charitable or volunteer organizations) from \$300,000 to \$400,000 in September 2022. This new limit will apply to all DFA claims submitted for the November 2021 Atmospheric River event, and any future events where DFA is declared. Government will continue to actively review the DFA program and make changes as required.

As part of the *Emergency Program Act* modernization, the Compensation and Disaster Financial Assistance regulation, which governs the DFA program, will also be updated. EMBC is reviewing several aspects of the DFA program which includes fairness, equity (e.g. prioritizing vulnerable applicants), addressing gaps, assessing claims in a manner that is trauma-informed, efficient administration, how compensation is calculated, etc.

Government applies the associated DFA regulation and policies in a fair and consistent manner. When required by the regulation, the property's assessed values are used in calculating DFA.

Assistance for structural damage is limited to the lesser of the costs to repair, rebuild, replace, and the assessed value of the structure. Assessed values of structures only apply to eligible structures on the property (i.e. does not include land) and may not include all the improvements as indicated on the notice of assessment. Financial assistance is provided for each accepted claim at 80 percent of the amount of total eligible damage less \$1,000, to a maximum of \$400,000.

**NR31 Unnecessary Repeat First Responder Call-Outs****McBride**

Whereas in the majority of rural and remote geographical sections of British Columbia, first responder resources are limited and comprised mostly of volunteers;

And whereas there are often numerous 9-1-1 calls over a period of time relating to one incident, requiring repeat response to the same incident, which leaves small communities at risk of having no responders available to attend other emergency calls, creates unnecessary costs to the Province, and exacerbates emergency personnel burnout:

Therefore be it resolved that UBCM petition the Provincial Government to expand the Yellow Ribbon/All Clear initiative, province wide, and implement public education and awareness of the initiative that is already in use in some areas of the province;

And be it further resolved that the Province supply Yellow Ribbon/All Clear tape to all emergency response agencies in the province.

**RESPONSE: Ministry of Public Safety and Solicitor General**

The ministry recognizes the burdens repeat 9-1-1 calls, for incidents which have already been addressed, place on police resources and other first responders, including increased workload and the risk of diverting available resources from attending other emergency calls. The ministry supports local governments in identifying local policing priorities and activities to address those priorities in consultation with their local RCMP Detachments, just as the Village of McBride has undertaken with the Yellow Ribbon/All Clear initiative.

The ministry will ask the RCMP "E" Division Headquarters to seek further information about the Yellow Ribbon/All Clear initiative at the Robson Valley Detachment.

**NR33 Cost of Policing for Small Communities****Pemberton**

Whereas the current funding model for RCMP services results in an immense financial burden for small municipalities when their population grows above 5,000;

And whereas a large proportion of RCMP time and budget goes to policing provincial highways that either run through or beside small communities:

Therefore be it resolved that UBCM request that the provincial government develop a more transitional funding model for RCMP services for small communities that would see incremental adjustments as a community grows beyond 5,000 and then beyond 10,000 and finally over 15,000 residents;

And be it further resolved that UBCM be involved in the development of the policy.

**RESPONSE: Ministry of Public Safety and Solicitor General**

Government is aware of, and addressing concerns from, municipalities with respect to the significant cost difference for residents moving from the Police Tax to full municipal responsibility for policing costs when their census population exceeds 5,000 persons. Currently, ministry staff proactively monitor annual population estimates, in the years prior to a Canada Census, with the aim of identifying municipalities with potential to approach or cross this threshold years in advance. Staff engage with these municipalities to share information and to encourage their proactive planning and setting aside of funds for the eventual assumption of responsibility for policing. For municipalities which have emerged since the 2016 census, the ministry has assisted municipalities in their transition to assuming full policing responsibilities by adopting a phased-in resources for their respective new RCMP Municipal Police Units.

On April 28, 2022, the Special Committee on Reforming the *Police Act* released its report and recommendations, including reviewing the funding model, considering local needs, health and social supports, and geography of the service delivery area. One of the recommendations in the Special Committee's report is to explore options to phase in or incrementally increase the municipal share of policing costs. The ministry has carefully reviewed and analyzed the report and will take a phased approach in responding to the recommendations and will also undertake broader engagement to meaningfully address the Special Committee's recommendations.

Beginning in May 2022, the ministry's Policing and Security Branch and UBCM have been co-chairing the Local Government Policing Modernization Roundtable. This forum analyzes and discusses the report recommendations that impact local governments. The branch will continue to meet regularly with the roundtable. Extensive consultation with stakeholders, including municipalities through UBCM, will be essential when contemplating any policy or legislative reform.

**NR34 Policing Costs Related to Provincial Facilities****Coquitlam**

Whereas local governments are facing unprecedented costs for the provision of policing services in their communities;

And whereas the provincial government, through the provision of certain, albeit needed, facilities has not taken into account the incremental operational impacts that such facilities may have on the host communities;

And whereas policing resources, which are paid for by local property taxes, are being extensively utilized to respond to service calls related to these provincial facilities even though the services being provided at the facilities are usually for citizens throughout the broader region or, in some cases, across the province:

Therefore be it resolved that UBCM ask the provincial government to recognize and ensure that adequate funding, or provincially funded police resources, be provided to the host local government in order to offset the additional operational impacts that certain provincial facilities have on policing services in that community.

**RESPONSE: Ministry of Public Safety and Solicitor General**

The ministry understands the importance that provincial and municipal police resource levels and service delivery at integrated detachments are accountable to and commensurate with the workload generated by the respective jurisdictions. Jurisdictional responsibilities are defined within the B.C. *Police Act*, whereby municipalities above 5,000 population are responsible for providing and funding all necessary policing and law enforcement within their municipalities; and the Province is responsible to provide policing to unincorporated areas and municipalities under 5,000 population. The *Police Act* currently does not articulate exceptions for provincial facilities which are located within municipal boundaries.

On April 28, 2022, the Special Committee on Reforming the *Police Act* released its report and recommendations. Creating a fair and equitable shared funding model for municipalities is recommendation #6 in the report. The report recommends reviewing the funding model and considering local needs and geography of the service delivery area. The ministry has carefully reviewed and analyzed the report and will take a phased approach in responding to the recommendations and will also undertake broader engagement to meaningfully address the Special Committee's recommendations.

Beginning in May 2022, the ministry's Policing and Security Branch and UBCM have been co-chairing the Local Government Policing Modernization Roundtable. This forum analyzes and discusses the report recommendations that impact local governments. The branch will continue to meet regularly with the roundtable and will undertake broader engagement to address the Special Committee's recommendations.

**NR35 Urging the BC Government to End its Immigration Detention  
Contract with the Canada Border Services Agency**

**Vancouver**

Whereas the Canada Border Services Agency (CBSA) has used Provincial prisons to detain tens of thousands of migrants while they await the resolution of their immigration or refugee matters, 94 percent of whom are held for administrative reasons posing no risk to the public and include children, survivors trauma or persecution, and persons with disabilities including mental health conditions;

And whereas in a March 2022 submission to the Minister of Public Safety and Solicitor General, BC's Office of the Human Rights Commissioner stated that in the current immigration detention system people with disabilities and racialized people experience harsher treatment and are detained for longer periods of time, and there is strong evidence that current practices contravene BC's Human Rights Code and international human rights conventions:

Therefore be it resolved that UBCM urge the Province of British Columbia to terminate its immigration detention agreement with the Canada Border Services Agency, stop incarcerating immigration detainees in BC jails, and call on the federal government to do away with immigration detention altogether.

**RESPONSE: Ministry of Public Safety and Solicitor General**

In the fall of 2021, Government committed to a review of BC Corrections' arrangement with the Canada Border Services Agency on holding immigration detainees in provincial correctional centres. This review examined all aspects of the arrangement, including impacts to public safety, to ensure it aligned with BC Corrections' mandate and with international and national legal frameworks.

In light of the findings, in July 2022 the Province provided the Canada Border Services Agency with 12 months written notice to end the arrangement. The decision to withdraw from the arrangement is reflective of BC Corrections' commitment to advance correctional practice and dedication to pursuing social justice and equity for everyone. The notice given to cease holding immigration detainees is consistent with the terms of the arrangement. Following B.C.'s decision, a number of provinces across the country have also announced intentions to end their arrangements with Canada Border Services Agency.

BC Corrections is committed to working with the Canada Border Services Agency to develop a safe and efficient transition plan that achieves our common commitment to public safety while ensuring the rights of individuals are preserved and protected.

**NR36 Public Interest Guidelines for Charging Prolific Offenders****Terrace**

Whereas prolific offenders in British Columbia are routinely released without consequences or meaningful conditions imposed upon them;

And whereas the BC Prosecution Service's vision statement guides them to make impartial charge assessment decisions that promote public safety, justice, and respect for the rule of law;

And whereas the BC Prosecution Service often determines not to recommend charges be pursued for criminal offenses that are referred by the RCMP, as charges are not in the public interest:

Therefore be it resolved that that UBCM ask the provincial government to ensure the BC Prosecution Service (Crown Counsel) live up to its vision, mission, and value statements and consider public safety and fairness when dealing with prolific offenders, and furthermore that guidelines be developed as to what constitutes "the public interest" with respect to pursuing charges for criminal offences.

**RESPONSE: Ministry of Public Safety and Solicitor General**

As part of the Provincial Government's Safer Communities Action Plan, announced November 20, 2022, ministry staff are undertaking work that includes launching new repeat violent offender co-ordinated response teams composed of police, dedicated prosecutors, and probation officers; expanding mental-health crisis response teams into more communities; and new direction from the Attorney General to prosecutors to implement a clear and understandable approach to bail for repeat violent offenders within the existing federal law.

Our government is committed to working with partners in the health, public safety and justice sectors, as well as Indigenous and local governments to quickly implement changes to improve public safety for everyone. Many initiatives are already underway to provide people who have been committing repeat offences with the supports they need to break out of the cycle of repeat offending. This includes cross-government initiatives focused on upstream mental health and addiction supports for B.C.'s most marginalized people and by building a comprehensive system of care for all British Columbians.

Applying the BC Prosecution Service's 'Charge Assessment Guidelines' (CHA 1), Crown Counsel must independently, objectively, and fairly measure all the available evidence against a two-part test to determine whether there is a substantial likelihood of conviction, and, if so, whether the public interest requires a prosecution. This policy identifies protection of society as a top concern of the criminal justice system and lists several factors that weigh in favour or against prosecution, including the alleged offender's history of relevant previous convictions. In assessing the public interest, Crown Counsel considers the particular circumstances of each case and the reasonable public safety concerns of the local community. The Charge Assessment Decision – Police Appeal (CHA 1.1) policy sets out an appeal procedure police can follow if they disagree with a charge assessment decision.



**NR37 Criminal Justice Reform for Repeat, Convicted Offenders****Lillooet**

Whereas the RCMP are overworked and understaffed in the Province of BC;

And whereas many BC residents are frustrated with the low sanction sentences imposed by the Provincial Court criminal justice system;

And whereas criminals may not choose the path to recovery as provided for by various provincial, federal, or First Nations government-created mental health programs, Indigenous court systems, reform programs, safe injection sites, methadone, or Opioid Agonist Treatment (OAT) clinics;

And whereas many thefts and drug-related crimes are perpetrated by criminals who are “well known to police” and have multiple or long criminal records:

Therefore be it resolved that UBCM ask the Province of BC and the BC’s Attorney General to immediately begin working with the Government of Canada to address issues with Canada’s and British Columbia’s justice system including the proposed imposition of weightier consequences and greater accountability for repeat offenders, thereby supporting the rights of all Canadians to live in safe communities.

**RESPONSE: Ministry of Public Safety and Solicitor General**

As part of the Provincial Government’s Safer Communities Action Plan, announced November 20, 2022, ministry staff are undertaking work that includes launching new repeat violent offender co-ordinated response teams composed of police, dedicated prosecutors, and probation officers; expanding mental-health crisis response teams into more communities; and new direction from the Attorney General to prosecutors to implement a clear and understandable approach to bail for repeat violent offenders within the existing federal law.

Our government is committed to continue working with our federal, provincial, and territorial partners to identify opportunities for collaboration on solutions to address repeat offending, which may include examining potential changes to federal legislation, as well as non-legislative solutions. In mid-October 2022, B.C.’s Attorney General and Minister of Public Safety and Solicitor General met with federal, provincial, and territorial colleagues to discuss the issue of repeat and violent offenders. The federal government is now aware of the seriousness of this issue across Canada and has committed to working with us to urgently address these issues.

These are complex problems that have been exacerbated by the pandemic and have served to highlight the need to provide a robust and sustained continuum of care for people experiencing challenges with mental illness and/or addictions. Our government has been working to build a comprehensive system of mental health and addictions services to get people the help they need to break the cycle of offending, so that we can all live in safer communities. Senior criminal justice officials across the country are urgently examining the matter and are expected to report back to federal, provincial, and territorial Ministers responsible for Justice and Public Safety with proposals in the near future.

### **NR38 New Legislation to Protect and Restore Biological Diversity and Ecosystem Health**

**Islands Trust**

Whereas a healthy environment is essential for the wellbeing of residents, local communities and local economies;

And whereas the cumulative impacts of inadequate provincial environmental regulations impose costs and risks on local communities, including risks associated with climate change, drinking water supply, wildfire hazard, flooding, and security of municipal infrastructure, and may undermine local government planning:

Therefore be it resolved that UBCM call upon the Province of British Columbia to, in partnership with Indigenous leadership, develop and communicate in a timely way the process and timelines through which they will develop new legislation to protect and restore biological diversity and ecosystem health, in a manner consistent with the United Nations Declaration on the Rights of Indigenous Peoples, and with the involvement of local governments, civil society groups, Indigenous Knowledge Holders, scientists, and members of the public.

#### **RESPONSE: Ministry of Water, Land and Resource Stewardship**

Government acknowledges the urgency to protect biodiversity, species at risk and their habitats. It's one of the reasons the Ministry of Land, Water and Resource Stewardship was established. Protecting and promoting the recovery of threatened and endangered species continues to be a priority for our government. Supporting healthy ecosystems is imperative so our environment can support healthy communities and sustainable livelihoods.

This Ministry is building on our progress to date to protect threatened species, enhance B.C.'s biodiversity, and establish consistent and effective management actions that will support ecosystem health.

We are advancing implementation of the [Together for Wildlife Strategy](#), including Goal 12, which commits to reviewing and improving the *Wildlife Act*. The first round of improvements to the *Wildlife Act* came into force on Sept 1, 2022. These were short-term reconciliation focused amendments addressing Indigenous Knowledge and the ability to enter into sheltering agreements. We also continue to work with First Nations and other partners on a variety of species and habitat management initiatives and policy projects that benefit biodiversity and species at risk management including investing \$37 million for watershed, wetland, species and ecosystem restoration last year.

Our government has also committed to implementing all 14 recommendations of the independent panel's old growth strategic review report, [A New Future for Old Forests](#). Many of the recommendations, including forestry deferrals, ecosystem health prioritization, and the development of a new framework for biodiversity targets, will benefit species and ecosystems at risk. Recommendation #2 is to "declare the conservation and management of ecosystem health and biodiversity of British Columbia's forests as an overarching priority and enact legislation that legally establishes this priority for all sectors." The report recognizes that conserving and managing ecosystem health will be a cornerstone of the Province's biodiversity conservation strategy.

The 14 recommendations identified follow-up actions. The next priority is to build a strategic action plan to guide implementation of the recommendations. From now through 2023, Government will partner with First Nations and will engage with industry, environmental organizations, labour groups and local governments in identifying the required key actions.

Alongside the development of the strategic action plan, there will be two phases that were initiated in fall 2022 to implement Recommendation #2. Phase one comprises the development of a declaration for conservation and management of ecosystem health and biodiversity in British Columbia. Phase 2 in 2023, will explore both the legislative and policy tools required to support the implementation for the declaration.

**NR39 Advocacy for Legislation to Protect Biological Diversity and Ecosystem Health**

**Port Moody**

Whereas a healthy environment is essential for the wellbeing of residents, local communities and local economies, and the cumulative impacts of inadequate provincial environmental regulations impose costs and risks on local communities, including risks associated with climate change, drinking water supply, wildfire hazard, flooding, and security of municipal infrastructure, and may undermine local government planning;

And whereas in order to protect and restore biological diversity and ecosystem health, and advance the objective of reconciliation, the provincial government has committed to fully implement the recommendations of the 2020 Old Growth Strategic Review (OGSR), including recommendation 2: “Declare conservation of ecosystem health and biodiversity of British Columbia’s forests as an overarching priority and enact legislation that legally establishes this priority for all sectors”:

Therefore be it resolved that UBCM call on the Province of British Columbia to work with Indigenous leadership to, in a timely way, develop and the process and timelines through which they will develop new legislation to protect and restore biological diversity and ecosystem health, in a manner consistent with the United Nations Declaration on the Rights of Indigenous Peoples, and with the involvement of local governments, civil society groups, Indigenous and western scientific experts, and the concerned public.

**RESPONSE: Ministry of Forests**

The Province remains interested in supporting local governments by improving the timeliness of provincial authorizations under multiple pieces of legislation. Water Sustainability Act (WSA) authorizations have received significant attention with increased staffing for high application volume regions as well as prioritizing decisions that relate to health, safety, and public infrastructure. Influxes of provincial and federal flood infrastructure funding, such as in 2020/21, increased pressures the various staff responsible for authorizations under the Land Act, Wildlife Act, Dike Maintenance Act (DMA) and the WSA to support related applications and decisions.

Authorizations to support dike maintenance or improvement works often require independent decisions under both federal and provincial legislation. While permit requirements are typically complementary to one another, in some cases, statutory decision-makers may have differences in the exercise of their independent authorities. Ministry of Forests staff work with the Department of Fisheries and Oceans staff in the review process to the extent possible, while maintaining the integrity of the review process in alignment with the regulatory decision requirements. The proponent’s professionals should work with the federal and provincial regulators to address any possible differences to the extent possible as part of the application process.

Applications under the WSA and now the DMA (new as of October 17, 2022) are submitted through FrontCounter BC which adds more formality to the application content requirements and acceptance process. The Ministry of Land, Water and Resource Stewardship is also leading a Permitting Solutions initiative to advance cross sector improvements to the adjudication of complex permitting issues. As always, the reliance on qualified natural resource professionals to provide complete submissions is a critical element that will help applicants obtain timely decisions.

The Province is working across government to address flood risk. The lead for repairs and maintenance of most dikes rests with local diking authorities, stemming back to when those dikes were constructed. However, the provincial government has been working closely with First Nations, local authorities and other government partners to address flood risks and upgrade dikes. This includes an investment of \$123 million for over 300 flood risk reduction projects in the last five years through programs such as the Community Emergency Preparedness Fund (CEPF), Adaptation, Resilience and Disaster Mitigation Program (ARDM) and National Disaster Mitigation Program (NDMP).

The Province appreciates the differences across local diking authorities to fund dike maintenance work. The Ministry of Municipal Affairs supports governance-oriented discussions where there are ongoing challenges.

Engagement this fall on the B.C. Flood Strategy will explore a potential new flood-risk reduction paradigm, including work with local governments and other partners to address concerns and barriers in dike management. Local governments are encouraged to provide input into the B.C. Flood Strategy through one or more of the engagement opportunities.

The Province recognizes it has an important role in both leading and supporting flood risk reduction. Decisions on floodplains and holistic local approaches to flood risk reduction are stronger when made in the context of relationships, values and buy-in from the community-level, along with support and guidelines from the Province.

The Province is currently leading a project to update floodplain mapping in high risk areas that will assist local governments and First Nation communities in better understanding flood hazards. Where upstream risks to public safety are identified, the Province remains open to discussing measures that may be appropriate as part of risk reduction.

The Province will continue to work collaboratively with local governments, First Nations and other partners to explore and implement a broad range of flood risk reduction options. A combination of flood protection alongside flood accommodation, risk avoidance and community-led retreat will lead to higher levels of resilience.

#### **NR40 Biodiversity Crisis Requires Urgent Species at Risk Protection and Legislation**

#### **North Vancouver District**

Whereas British Columbia has the greatest biological diversity of any province or territory in Canada, the most species at risk, and is the only major jurisdiction in Canada without stand-alone Species At Risk legislation;

And whereas only 4 of the 1,336 species at risk recognized by the province are legally protected under the *Wildlife Act*, yet unsustainable land use and extractive development are causing BC's wildlife populations to decrease in abundance, with many species facing extinction;

And whereas the current patchwork of provincial laws and regulations has not effectively prevented species decline or extinction and is not consistent with British Columbia's commitment to enshrine the United Nations Declaration on the Rights of Indigenous Peoples into law:

Therefore be it resolved that UBCM request the Ministry of Environment to urgently enact Species At Risk Protection and Legislation in partnership with First Nations and in a manner that promotes and respects First Nations inherent, Treaty and constitutionally protected rights and interests along with adequate funding, consistent with the United Nations Declaration on the Rights of Indigenous Peoples.

#### **RESPONSE: Ministry of Water, Land and Resource Stewardship**

Government acknowledges the urgency to protect biodiversity, species at risk and their habitats. It's one of the reasons the Ministry of Land, Water and Resource Stewardship was established. Protecting and promoting the recovery of threatened and endangered species continues to be a priority for our government. Supporting healthy ecosystems is imperative so our environment can support healthy communities and sustainable livelihoods.

This Ministry is building on our progress to date to protect threatened species, enhance B.C.'s biodiversity, and establish consistent and effective management actions that will support ecosystem health.

We are advancing implementation of the [Together for Wildlife Strategy](#), including Goal 12, which commits to reviewing and improving the Wildlife Act. The first round of improvements to the Wildlife Act came into force on Sept 1, 2022. These were short-term reconciliation focused amendments addressing Indigenous Knowledge and the ability to enter into sheltering agreements. We also continue to work with First Nations and other partners on a variety of species and habitat management initiatives and policy projects that benefit biodiversity and species at risk management, including investing \$37 million for watershed, wetland, species and ecosystem restoration last year.

Our government has also committed to implementing all 14 recommendations of the independent panel's old growth strategic review report, [A New Future for Old Forests](#). Many of the recommendations, including forestry deferrals, ecosystem health prioritization, and the development of a new framework for biodiversity targets, will benefit species and ecosystems at risk. Recommendation #2 is to "declare the conservation and management of ecosystem health and biodiversity of British Columbia's forests as an overarching priority and enact legislation that legally establishes this priority for all sectors." The report recognizes that conserving and managing ecosystem health will be a cornerstone of the Province's biodiversity conservation strategy.

The 14 recommendations identified follow-up actions. The next priority is to build a strategic action plan to guide implementation of the recommendations. From now through 2023, Government will partner with First nations and will engage with industry, environmental organizations, labour groups and local governments in identifying the required key actions.

Alongside the development of the strategic action plan, there will be two phases that were initiated in fall 2022 to implement Recommendation #2. Phase one comprises the development of a declaration for conservation and management of ecosystem health and biodiversity in British Columbia. Phase 2 in 2023, will explore both the legislative and policy tools required to support the implementation of the declaration.

**NR41 Climate Risk and Vulnerability Assessment****Islands Trust**

Whereas the increasing impacts of climate change are requiring local governments to develop robust climate adaptation plans and policies;

And whereas these adaptation plans and policies must be grounded in a detailed analysis of the unique climate risks and vulnerabilities of each local area:

Therefore be it resolved that UBCM call upon the Province of British Columbia to fund and support the development and integration of climate risk and vulnerability assessments into Official Community Plan review processes.

**RESPONSE: Ministry of Environment, Ministry of Municipal Affairs, and Ministry of Public Safety and Solicitor General**

The Province is committed to advancing disaster risk reduction and climate adaptation, and is listening to what is being shared by local governments and First Nations through engagements on the development of the Climate Preparedness and Adaptation Strategy (CPAS), B.C. Flood Strategy, and the modernization of emergency management legislation.

We have heard from communities that undertaking climate risk and vulnerability assessments is foundational to developing informed adaptation plans and policies. To support communities in undertaking this work and building their resilience, Emergency Management B.C. is providing \$95 million to the Union of B.C. Municipalities to administer the [Community Emergency Preparedness Fund's](#) Disaster Risk Reduction – Climate Adaptation funding stream. Additional funding may also be available to communities through the Local Government Climate Action Program, which provides participating local government with funding to be used for their climate action work, including the development of climate risk and vulnerability assessments.

The Climate Preparedness and Adaptation Strategy (CPAS), released in June 2022, is responsive to the climate events experienced in 2021. CPAS includes actions to improve data, build our capacity to understand climate risks, and form partnerships for collective action. Better understanding climate risks also includes advancing our collective understanding of how climate change will impact B.C. CPAS further commits the province to develop a provincial-scale Climate Risk Assessment, and Hazard, Risk and Vulnerability Assessment (HRVA).

The current local government legislation provides direction for the development of Official Community Plans (OCPs), with the flexibility to incorporate the results of any provincial, regional, and community level climate risk assessments and HRVAs in those OCPs.

The annual provincial [Climate Change Accountability Report](#) will track progress and public reporting on our understanding of climate risks for the province, actions taken to manage those risks, spending, and future planned action.

**NR43 Accelerating Zero Emissions Buildings****Powell River**

Whereas the need to take urgent action to address climate change in BC has never been clearer in the face of fires, floods and extreme weather, and buildings are a major source of GHG emissions in BC;

And whereas the technologies, products and construction methods exist today to construct zero emissions homes and buildings at little additional cost, and the building industry is ready to tackle this challenge:

Therefore be it resolved that UBCM request the Province of British Columbia to accelerate its timelines for requiring zero emissions new construction of buildings and mandating the sale of greater than 100 percent efficient space heating equipment to 2025 for coastal regions of British Columbia;

And be it further resolved that a GHG emissions intensity limit for buildings, representing a 50 percent decrease from current levels, be introduced for new construction by 2025 for other regions of the Province of BC.

**RESPONSE: Ministry of Environment and Climate Change Strategy**

Local governments have direct or indirect influence over approximately half of all Canadian greenhouse gas (GHG) emissions. In spring 2022, as committed to in the [Clean BC Roadmap to 2030](#) (the Roadmap), the Province introduced a new Local Government Climate Action Program (LGCAP) to provide annual predictable funding to enable local governments to prioritize climate action. Communities can use LGCAP funds to work toward achieving targets for the buildings and communities' sectors, which are to reduce emissions by 59 to 64 percent from 2007 levels by 2030.

To support the Roadmap commitment to zero-carbon new construction by 2030, government is developing a carbon pollution standard to be added the BC Building Code, which is in the final consultation stage. The standards will be flexible, allowing for a variety of options including electrification, low carbon fuels like renewable natural gas, and low carbon district energy.

In 2023, we will review our progress, incorporate lessons from early adopting jurisdictions, and start phasing in provincial regulations over time (2024, 2027, 2030). We are also working towards incorporating energy-efficiency standards for existing buildings into the BC Building Code, starting in 2024.

Staff are undertaking analysis and exploring options for 100% efficiency equipment standards, including the timeline and options for early adoption by local governments committed to accelerated action.

Regarding the resolution that a GHG emissions intensity limit for buildings be introduced for new construction by 2025 for other regions of the Province, staff are considering the appropriate target for the Province's commitment to achieve an intermediate reduction commitment for 2024, which may include decarbonizing one key building system (e.g. space conditioning or domestic hot water). More consultation and information regarding this decision process will come throughout 2023 and 2024.

**NR45 Clothesline Act****Powell River**

Whereas the *British Columbia Clean Energy Act* set provincial objectives to reduce BC Hydro's expected increase in demand by 66 percent through demand-side measures by 2020;

And whereas clothes dryers are one of the highest energy consuming household appliances:

Therefore be it resolved that the UBCM request the Province of British Columbia enact a Clothesline Act to ensure that no law, by-law, covenant or agreement prevents, prohibits or unreasonably restricts the installation or use of a clothesline outdoors at a single-family dwelling; or on the ground floor of a multi-unit residential building; or clothes drying racks on any outdoor balconies.

**RESPONSE: Ministry of Housing**

For many owners and renters, drying clothes outside is the best choice. However multi-unit residential buildings vary in type and can range from duplexes to townhome complexes to high-rises. In some situations, outdoor clothes drying can pose safety concerns; for example, in a high-rise condo if laundry falls from a balcony onto traffic below.

That said, the Office of Housing and Construction Standards will investigate the feasibility of this suggestion.



**NR46 Pesticide Use Within Community Drinking Water Supply Areas****Cumberland**

Whereas the *Integrated Pest Management Act* regulates the use of pesticides and herbicides on private land that is managed by forestry;

And whereas the provision of safe drinking water is a priority for local governments:

Therefore be it resolved that UBCM request that the Province of British Columbia enhance the tools set out in the *Integrated Pest Management Act* regulation on the use of pesticides within a community drinking water supply area to require Pest Management Plans, referrals and reporting to local governments, and monitoring of residual chemicals at water intakes and points of diversion.

**RESPONSE: Ministry of Environment and Climate Change Strategy**

The Province is committed to the responsible use of pesticides and to collaborate with partners to ensure B.C.'s water is protected. The requirements in the Integrated Pest Management Regulation (IPMR) are intended to ensure proponents develop responsible plans, stakeholders are informed, and reporting is conducted. Government collaborates across multiple ministries and with Health Canada to ensure an approach to drinking water protection that is comprehensive and robust.

Currently, under the IPMR, forestry operations who use pesticides to protect crop seedlings must obtain an authorization and, in some cases, develop a Pest Management Plan (PMP), which includes consultation with potentially impacted communities. Once a PMP is registered, operators must submit an annual use report which summarizes pesticide use within the PMP boundaries. These reports are available upon request.

The Province continues to assess further improvements to the authorization process such as requiring referrals to local governments within the PMP boundary for awareness and input on drinking water protection.

The Ministry of Environment and Climate Change Strategy (ENV) is initiating a multi-year digital service transformation process that explores options to improve public access to environmental protection services and information, including potential new applications and authorizations under the *Integrated Pest Management Act*. The development of innovative digital tools to replace paper-based processes can improve accessibility of information and increase transparency in the Ministry's efforts to protect the environment and human health.

Environmental monitoring of pesticides may be performed as part of compliance verification or as part of general background monitoring. ENV is collaborating with Health Canada on their development of a national water monitoring framework. This framework will include technical elements relating to design and sampling, identify priority pesticides for sampling, outline laboratory sample procedures, and develop tools for data management and reporting.

**NR47 Protecting BC Coasts from Acidic Washwater Dumping****Vancouver**

Whereas in order to mitigate sulphur air pollution from burning heavy oil, the maritime shipping industry employs exhaust gas cleaning systems (scrubbers) which result in a solution of concentrated acidic sulphates, metals, and other toxins, which cruise and cargo vessel traffic in Canadian jurisdiction annually discharge tens of millions tonnes of this acidic washwater directly into BC's coastal waters;

And whereas ocean acidification is of major concern to coastal communities, particularly those coastal communities encouraging shellfish harvesting, aquaculture, tourism, and commercial and recreational fisheries. Worldwide, authorities have variously banned or are moving to limit the dumping of scrubber wash in coastal waters;

And whereas on the Pacific Coast of North America, California and Washington have implemented stricter protections, and on March 1st, 2022 the Vancouver Fraser Port Authority will introduce phase one (of three) of new exhaust gas cleaning systems washwater discharge requirements in its jurisdiction after conclusive findings showed negative effects on aqualife and concentrations of metals that exceeded safe thresholds:

Therefore be it resolved that UBCM request the BC government commit to advocate to the federal government on the issue of exhaust gas cleaning systems' acidic wastewater discharge, as part of a comprehensive BC Coastal Marine Strategy; pushing for stronger environmental protections, in line with thriving cruise and cargo waters of our US neighbours, to include preventative measures to stop scrubber dumping from ships and require cleaner fuels be used.

**RESPONSE: Ministry of Water, Land and Resource Stewardship**

The Province is concerned by several issues associated with commercial anchorages including invasive species transfer; mitigating negative effects on marine species and habitats; and marine pollution, including air, ballast water, garbage dumping, wastewater, oil and sewage.

Provincial ministers have shared these concerns with their federal counterparts and confirmed that Transport Canada is working closely with the Port of Vancouver on large vessel pollution. B.C. continues to be in regular communication with the Government of Canada to discuss the issue of maritime shipping discharges.

B.C.'s diverse ocean habitats are critically important to the social, economic and cultural fabric of this province. We are partnering with First Nations on new strategies to steward wild salmon and the marine and inland ecosystems they rely on, including a Watershed Security Strategy and Fund, B.C.'s first-ever Coastal Marine Strategy, and continued progress on a Wild Salmon Strategy.

**NR48 World Class Shipbreaking Regulations for BC and Canada****Comox Valley RD**

Whereas shipbreaking and recycling is a necessary, yet hazardous activity that bears high environmental and labour risks;

And whereas established and emerging international standards such as the Hong Kong International Convention for the safe and environmentally sound recycling of ships; the Basel Convention (including the BAN Amendment); and the EU Ship Recycling Regulation point at gaps in British Columbian and Canadian government shipbreaking policies and regulations:

Therefore be it resolved that UBCM:

1. Request the BC Government Cabinet to:
  - Establish, maintain, and enforce a registry of approved shipbreaking facilities in British Columbia;
  - Work with the federal government to ensure Canada ratifies the Hong Kong International Convention for the safe and environmentally sound recycling of ships; the Basel Convention BAN amendment; and considers adopting something comparable to the EU Ship Recycling Regulation or better (such as planning to transition away from beaching practices); and
  - Provide public investment dollars to qualified shipbreaking facilities to help them meet new standards and regulations.
2. Forward this resolution to the Federation of Canadian Municipalities for consideration by its Environment and Sustainability Committee, with a view to expand this resolution to all of Canada with associated advocacy to other provinces and the federal government.

**RESPONSE: Ministry of Environment and Climate Change Strategy**

The Province is always concerned when there is a potential risk to B.C.'s coastal environment and the surrounding communities.

Shipbreaking operations may be required to obtain authorization under the *Environmental Management Act* (EMA). The Ministry oversees requirements for waste discharges and conducts compliance and enforcement activities to ensure these are met.

Shipbreaking operations may be required to be registered as a generator under the Hazardous Waste Regulation and operational sites are also subject to the contaminated sites provisions of the EMA and the Contaminated Sites Regulation (CSR). Shipbreaking sites conduct specified industrial or commercial uses listed in Schedule 2 of the CSR, such as marine equipment or metal salvage, and are therefore required to submit a Site Disclosure Statement if they are decommissioning, ceasing operations or applying for specified municipal approvals in connection with redevelopment. Submission of a Site Disclosure Statement triggers a requirement for the site owner or operator to complete site investigations, and the site is entered in the Ministry's Site Registry.

The Ministry notes that the dismantling of ships on upland private property is also under the purview of local Regional Districts and associated local government bylaws. The federal government is responsible for the Basel Convention in Canada, as well as the international transportation of waste and any potentially hazardous waste. Transport Canada is the responsible federal agency for marine transportation and vessel registration in Canada and is currently the lead for reviewing the Hong Kong Convention.

**NR51 Discriminatory Covenants****West Vancouver**

Whereas the issue of outdated covenants that contain discriminatory language is one that affects municipalities across the Province;

And whereas it is cost-prohibitive for local governments to individually and proactively identify and report covenants containing discriminatory language to the Land Title and Survey Authority (LTSA):

Therefore be it resolved that UBCM request that the Province:

1. direct the Registrar of the LTSA to proactively search for and identify discriminatory language contained in registered covenants; and
2. provide the Registrar of the LTSA with the ability to delete and/or redact any occurrences of discriminatory language identified.

**RESPONSE: Ministry of Forests**

Discriminating covenants are not enforceable.

Section 222 of the *Land Title Act* operates against any registered covenant that directly or indirectly has a discriminating effect, whenever registered and in whatever form created, making discriminating covenants void and of no effect. If a landowner has questions about discriminating covenants or would like to initiate the process to have an endorsement be made on an existing land title record noting that the covenant is void and of no effect, the landowner should contact the Registrar of Land Titles at the Land Title and Survey Authority of BC (LTSA).

When contacted by a landowner, the Registrar will make an endorsement by the covenant indicating that it has been cancelled pursuant to section 222 of the *Land Title Act*. There is no cost for this amendment. Because the Registrar is prohibited under the *Land Title Act* from erasing or rendering illegible the original words on a record, the words are struck through so that it is more apparent on the face of a record that the discriminating language is void.

The LTSA has made sustained efforts to amend records over the years; however, with millions of both physical and digital documents the effort to identify documents with discriminating clauses is ongoing. Most recently, the LTSA has engaged with Simon Fraser University to explore other techniques which assist in identifying occurrences of these covenants.

**NR52 Crown Land Application Wait Times****Pemberton**

Whereas municipal use of crown land is often essential to the provision of important municipal services;

And whereas the lengthy application process for nominal rent tenures and sponsored crown grants impacts municipalities' ability to provide these services:

Therefore be it resolved that UBCM request that the Province increase funding to reduce application wait times and improve the application process for sponsored crown grants and nominal rent tenures.

**RESPONSE: Ministry of Forests**

Crown land tenure application processing is designed to be timely and occur generally within 140 business days from application acceptance to tenure offer.

Nominal rent tenures with foregone rent above Treasury Board established thresholds require additional process steps as outside ministries are required for financial support and approvals. Sponsored Crown grants require Cabinet approval as the Province is permanently transferring an asset for no financial return.

In the past three years significant work has been completed to standardize the Crown land application process and improve application processing time. Additional resource requests have also been approved and application processing time should improve in future as a result.

As sponsored Crown grants are fee simple transfers from the Province to private owners, significant consultation is conducted with Indigenous Nations who in many cases are hesitant to support the alienation of lands within their traditional territories.

**NR55 Transportation Network Services in Rural and Remote Communities****Enderby**

Whereas the Province of BC has created a regulatory framework permitting transportation network services to operate in BC, which provides a passenger transportation option to address the significant public need for vehicles-for-hire and, in turn, reduce impaired driving, improve the ability of seniors and persons with barriers to access needed resources, and stimulate economic development;

And whereas the Province's regulatory framework is so onerous that it effectively prohibits the establishment of transportation network services in small, rural, and remote communities where it has the greatest potential to address areas under served by traditional public transportation options, and has contributed to the proliferation of unregistered transportation network services operating across the province, which poses a safety risk to consumers:

Therefore be it resolved that UBCM requests that the Province of BC amends its regulatory framework to establish a transportation network service solution that will enable viable, competitive, and safe services throughout the province, including in small rural and remote communities.

**RESPONSE: Transportation and Infrastructure**

The ministry and its government partners continue to support the commercial passenger transportation industry and its members through the COVID-19 recovery period. In September 2019, government brought into force legislation and regulations to modernize the sector and enable ride hail operators within the existing framework overseen by the independent Passenger Transportation Board (the Board).

The Board is responsible for reviewing and issuing decisions on ride-hail applications and for setting the terms and conditions of licenses for approved operators. The Board has approved 25 ride hail licenses, of which 10 have been approved to operate in Region 4 (Okanagan-Kootney-Boundary-Cariboo) and/or Region 5 (North Central/other regions in B.C.).

Under the *Passenger Transportation Act*, the Legislative Assembly must appoint an all-party special committee on or before July 1, 2023 to review the legislative framework enacted in 2019. The special committee must as part of its review consider whether the Act promotes passenger directed vehicle services, including transportation network services, in small, rural or remote communities. Within one year of its appointment, the special committee must submit a report on its review and in doing so may include any recommendations the committee considers appropriate.

**NR56 Interregional Transit****Nanaimo RD**

Whereas there is a high demand for transit expansion hours within regional and municipal boundaries and local governments must use their region's transit expansion hours to address transportation needs within their regional boundaries;

And whereas there is a demand for interregional transit that has a geographic scope extending beyond regional boundaries that would be best managed as a provincial transportation matter to support the viability of interregional connections:

Therefore be it resolved that UBCM advocate to the Minister of Transportation and Infrastructure and BC Transit for interregional transit in BC to be considered a provincial transportation matter, using a different service model whereby interregional hours are managed as cost-sharing contracts by BC Transit, allowing private sector enterprise or local governments the opportunity to bid on interregional segments of transit.

**RESPONSE: Transportation and Infrastructure**

The ministry is working with BC Transit to evaluate long term transit service expansion priorities in communities across the province. As ridership continues to recover from the declines during the pandemic, government is first focused on rebuilding ridership and then supporting expansions to BC Transit systems.

Ministry staff are aware of the funding challenges related to interregional transportation and are exploring a broad array of options for longer distance transportation depending upon the need and purpose of travel.

**NR57 Prioritizing Provincial Funding for Large Transit Expansions****Nanaimo RD**

Whereas transit systems across BC would benefit from expanded service hours to better serve residents and enable them to travel efficiently;

And whereas to remain in line with regional and provincial strategic goals for sustainable transportation, larger expansions of transit systems are necessary as they move regions and municipalities towards common goals and improve transit for a greater portion of the population:

Therefore be it resolved that UBCM urge the Ministry of Transportation and Infrastructure and BC Transit consider prioritizing large transit expansions when determining budget allocation for transit funding, in line with regional and provincial strategic goals for sustainable transportation.

**RESPONSE: Ministry of Transportation and Infrastructure**

The ministry is working with BC Transit to evaluate long term transit service expansion priorities in communities across the province. As ridership continues to recover from the declines during the pandemic, government is first focused on rebuilding ridership and then supporting expansions to BC Transit systems.

The Ministry is supporting integrated planning to improve connections among transportation modes and leverage all forms of transportation available.



**NR58 Expanding the Fare-Free Transit Program****Central Saanich**

Whereas the BC Government's fare-free transit program for youth aged 12 and under (grade 6) saves families money while offering youth low-carbon transportation that helps the province and municipalities reach carbon neutrality targets;

And whereas expanding eligibility to those aged 13 and under (grade 7) would reduce the current disparity between the "have fare-free" and those who "have not" within middle schools:

Therefore be it resolved that the UBCM endorse a request that the Province of BC expands the fare-free transit program for youth aged 13 and under (grade 7).

**RESPONSE: Ministry of Transportation and Infrastructure**

The Province's Free Transit for Children 12 and Under program is making transit more affordable for families while helping to rebuild transit ridership following the onset of the COVID-19 pandemic.

The ministry, BC Transit, TransLink and local government partners are continuing to gain experience with the program, and are monitoring its performance and measuring outcomes. Lessons learned from the current program will help inform future decisions on any potential changes.

**NR59 Review of the Regulatory Environment Pertaining to E-Mobility Devices Coquitlam**

Whereas the Province is committed to expand and improve options for low or zero emission transportation modes and make active transportation safer and more convenient for everyone;

And whereas the Province aims to double the percentage of active transportation trips taken by 2030;

And whereas in addition to electric kick scooters there is a growing number of other electrified devices such as electric skateboards, electric unicycles or one-wheels:

Therefore be it resolved that UBCM ask the Province to review the *Motor Vehicle Act* regulations to enable local governments to pilot the operation of a broader suite of e-mobility devices to increase the choice of active modes and improve safety for vulnerable road users.

**RESPONSE: Ministry of Transportation and Infrastructure**

The 2019 amendments to the *Motor Vehicle Act* have enabled the ministry to research, test and evaluate emerging transportation technologies. In April 2021, the Electric Kick Scooter Pilot Project Regulation came into force to allow the piloted use of electric kick scooters in participating communities, which as of September 2022 spans 12 municipalities.

This three-year pilot project lets us work with participating communities to evaluate the potential of electric kick scooters to support active transportation while enhancing safety for vulnerable road users. The outcome of the current pilot will inform the future use and regulation of emerging personal e-mobility devices on our roads.

As part of the provincial government's commitment to release a Clean Transportation Action Plan in 2023, ministry staff are continuing to review existing legislative and regulatory frameworks in support of active transportation, such as safe use and regulation of emerging technologies and the safety of vulnerable road users. The review is important work to support a future-ready, safe, sustainable, and multi-modal transportation network on roads across the province.

**NR60 Micromobility Users Insurance****Coquitlam**

Whereas those who choose to cycle, scoot or roll on public streets are subject to similar rights and duties as the driver of a motor vehicle;

And whereas those drivers who are currently licensed and insured may also use other self-propelled or electrified means to travel which reduces the risk and costs to ICBC while their insured vehicles are parked at home:

Therefore be it resolved that UBCM ask the Province to instruct ICBC to examine the provincial insurance regime to expand insurance policy options to remove any barriers to micromobility users (self-propelled or electrified devices).

**RESPONSE: Ministry of Public Safety and Solicitor General**

Government and the Insurance Corporation of British Columbia (ICBC) share responsibility for road safety. The Ministry of Public Safety and Solicitor General and the Ministry of Transportation and Infrastructure oversee the legislative, regulatory and policy framework of the *Motor Vehicle Act*.

Under existing provincial legislation, micromobility devices are excluded for on highway use outside approved pilot projects. Several pilot projects in B.C. communities are exploring the potential of introducing e-scooters and similar devices on public roads or highways. These pilot projects will test and evaluate the safety and efficiency of electric kick scooters in supporting expanded active transportation networks and CleanBC.

It is outside ICBC's mandate to provide an insurance product for micromobility devices at this time. However, if a British Columbian micromobility user is injured in a crash with a motor vehicle, they are entitled to enhanced accident benefits under Enhanced Care in the same manner as pedestrians and cyclists.

**NR61 On-Road Use of Off-Road Vehicles for Snow Clearing****Merritt**

Whereas the provincial *Motor Vehicle Act* prohibits private owners from driving off-road vehicles on municipal streets;

And whereas Division 24 of the *Motor Vehicle Act* Regulations allows RCMP discretion to issue operation permits for non-standard vehicles, including off-road vehicles;

And whereas heavy snowfall can render streets and sidewalks impassable, requiring substantial effort to clear them, which residents sometimes wish to perform expeditiously using off-road vehicles:

Therefore be it resolved that the provincial government and RCMP work with local governments to develop transparent and consistent frameworks allowing the on-road use of off-road vehicles within a prescribed, permit-specific area, for the purpose of clearing snow.

**RESPONSE: Ministry of Transportation and Infrastructure**

Under the *Motor Vehicle Act* Regulation (MVAR) Division 24, a police-issued operating permit is required for incidental access to highways (and municipal roads) if an Off-Road Vehicle (ORV) rider is not crossing a road at a controlled intersection or if loading/unloading in a parking lot. This is in addition to all other requirements such as a valid driver's license and the vehicle is registered, licensed, and has ICBC-issued basic insurance.

UBCM has previously led an ORV working group with interested members to discuss more convenient access to municipal roads by ORVs. A reestablished working group could provide an opportunity for staff from the Ministry of Transportation and Infrastructure and the Ministry of Public Safety and Solicitor General to participate and explore the nature and scope of the current issue and answer questions.

In the interim, municipalities are encouraged to work directly with the local police/RCMP who have the discretion to issue permits to ORV riders.

**NR62 Amendments to the *Motor Vehicle Act* to Better Support Fire Department Incident Responses**

**Coquitlam**

Whereas the Province of British Columbia prioritizes safety measures for the effective delivery of emergency services, and the *Motor Vehicle Act* of British Columbia mandates that motorists must operate in a safe manner near emergency fire department vehicles and life safety equipment, inattentive motorists near emergency scenes can be distracted to the extent that their actions threaten the safety of the public and fire department personnel;

And whereas an unprotected hose of a fire department when laid down on a highway or private driveway at a fire or an alarm of fire is used to actively suppress fires and a puncture would cut off a critical lifeline to firefighters and anyone inside a building;

And whereas if a fire hose is filled with water and becomes severed, it can pose a serious risk of injury or death to a member of the public or fire department personnel:

Therefore be it resolved that UBCM request that the Province of British Columbia amend the *Motor Vehicle Act* to better support fire department incidents by increasing the violation amount to reflect the serious life safety hazard of driving over a fire hose, with fines similar to other offences where motorists obstruct or interfere with life safety equipment.

**RESPONSE: Ministry of Transportation and Infrastructure**

The Ministry is committed to supporting safe and effective delivery of emergency response services. This includes the regulatory measures laid out in the *Motor Vehicle Act* discouraging unsafe driver behaviors that can threaten the safety of the public and fire department personnel.

Several provisions in the *Motor Vehicle Act* address driver behavior in proximity to fire department vehicles and provide the enforcement agencies with the tools to deal with non-compliance. Drivers who drive over an unprotected hose of a fire department when laid down on a highway or private driveway at a fire or an alarm of fire may be subject to a violation ticket with a \$109 fine and 2 driver penalty points. In addition, unauthorized driving, or parking closer than 150 m or within 150 m of the place on the same highway on which fire apparatus has stopped in answer to a fire alarm is an offence that may be subject to a violation ticket with a \$109 fine and 2 penalty points.

Government monitors the impacts current penalties and enforcement have on driver behavior, as well other measures beyond fines that may be effective in deterring unsafe driving. We also work with local governments, emergency services providers and enforcement agencies and other stakeholders to identify and address barriers to effective emergency service delivery, including consideration of safety concerns resulting from unsafe driver behavior in proximity to fire department vehicles or non-compliance with existing provincial legislation.

**NR63 Local Elected Official Benefits****Summerland**

Whereas one barrier to attracting a diversity of candidates to local government participation is the low compensation received by local government elected officials;

And whereas benefits typically available to public servants at all levels of government are not readily available to local government elected officials, further widening the gap between elected officials and other public servants or private sector employees:

Therefore be it resolved that UBCM work with the Province of British Columbia to establish an accessible benefits program for local government elected officials to support attracting diverse local government candidates.

**RESPONSE: Ministry of Municipal Affairs**

Government recognizes the importance of increasing the diversity of candidates participating in local elections and appreciates the leadership of the UBCM in coordinating the Group Benefits Plan which provides local elected officials with several benefits available to public servants. Eligibility for this program is determined by the insurance provider based on negotiations with the UBCM.

The province does not have a role in this relationship or arrangement and supports the current approach where the UBCM works with insurance providers to negotiate the best possible arrangement for its members and local elected officials can make decisions about their participation in these programs based on their personal circumstances.

**NR64 Assessing Vacant Lands to Support Housing for BC's Most Vulnerable****Vancouver**

Whereas sadly thousands of British Columbians are homeless, sleeping in shelters, tents, and encampments, while many jurisdictions in Canada and down the West Coast have successfully triaged their homelessness crises with temporary, tiny shelter-type villages, as a transition to more permanent housing;

And whereas BC Assessment classifies property according to its use, and local governments apply a mill rate to the respective classification to determine taxes, while owners of vacant land are incentivized to reduce their property taxes by changing temporary use and assessment, for example by adding a community garden to be re-classified as a Class 8 Recreational;

And whereas properties assessed as Class 3 Supportive Housing integrate long-term housing units with on-site supports for persons who were previously homeless or persons who are at risk of homelessness are subject to special valuation rules by the provincial government that reduce the assessed value of the property to a nominal amount, and have received funding from the government or a regional health board:

Therefore be it resolved that UBCM request the BC government to work with local governments to develop and fund an incentive for more readily and rapidly repurposing vacant land as temporary Class 3 Supportive Housing, to support the creation of emergency or ad-hoc housing or shelter with on site supports as a short-term use, and including tiny homes, navigation centres, portables, and/or modular housing.

**RESPONSE: Ministry of Finance**

Government is committed to improving housing affordability in our province, and the 30-point housing plan, [Homes for B.C.](#), lays out the many actions being taken to meet that commitment over 10 years, starting in 2018.

Budget 2022 adds \$166 million in funding to Homes for B.C. to help achieve the goal of delivering 114,000 affordable homes in our province by 2028, bringing annual housing investments to more than \$1.2 billion by fiscal year (FY) 2024/25. This funding includes \$100 million in FY2022/23 for non-profit housing providers to accelerate the construction of mixed-income housing through the Community Housing Fund. It also adds additional staffing resources for the HousingHub at BC Housing to keep up with growing demand for the \$2 billion in low-cost financing announced in Budget 2021.

The Class 3 Supportive Housing initiative and assessment policy is an important part of the Province's approach to assisting persons in need of physical and mental health support. Class 3 designation is available for properties that are publicly owned or owned by a non-profit and must include related care or counseling services. Any new applications for designation are considered in the annual review and regulation update process, in the context of these required criteria.

This link provides additional information on the Supportive Housing program:

<https://www2.gov.bc.ca/gov/content/housing-tenancy/affordable-and-social-housing/supportive-housing-tax-relief>

**NR66 Managed Forest Land Valuation****Cowichan Valley RD**

Whereas the 2022 Assessment Roll marks the third year that the land value component of the formula for valuation of Managed Forest Land has been frozen;

And whereas the valuation formula for Managed Forest Land remains under review by BC Assessment, the Province and Industry:

Therefore be it resolved that UBCM ask BC Assessment and the Province to conclude the Class 7 Valuation Formula review and implement an understandable, fair and transparent formula for Managed Forest Land valuation.

**RESPONSE: Ministry of Finance**

The Ministries of Forests, and Finance, BC Assessment and the Private Managed Forest Landowners Association (PMFLA) continue to work on a solution for updating the methodology for valuing managed forest properties. Any new methodology must ensure the model result in values that are fair, transparent, equitable and, reasonable and consistent with the program's intent to promote sustainable forest management practices of private lands. Considerable progress has been made, and currently the PMFLA and the Managed Forest Council are reviewing a proposed methodology for potential implementation.



**NR67 Reclassification of Properties Ancillary to Railway Operations****Ashcroft**

Whereas land used for the purposes of extracting, storage of products manufacturing or transporting of goods are categorized as Class 5 Light Industry in the *BC Assessment Act – Prescribed Classes of Property Regulations BC Reg. 438/81* with the exception of lands used or held for the purposes of, or for purposes ancillary to, the business of transportation by railway;

And whereas ancillary rail operations such as transloading facilities are a heavy burden on local government infrastructure through trucking activity and movement of product and require a higher level of government support including fire services:

Therefore be it resolved that UBCM urge the provincial government to review the assessment classifications in the *BC Assessment Act – Prescribed Classes of Property Regulations BC Reg. 438/81* and that business for the purposes ancillary to railway operations including transloading facilities be reclassified as Class 5 Light Industry in order to create fair taxation from railway operations and further that, Section 5(e) be repealed from the Act.

**RESPONSE: Ministry of Finance**

The Province is aware of the issue that local governments have raised regarding property assessment and tax fairness for rail yards.

Rail yard properties are Class 6 (Business) or class 5 (Light Industry) depending on use. Marshalling yards where train cars are shunted, loaded, unloaded, and parked are Class 6. Warehouses associated with these marshalling yards, used for short-term storage and trans-shipment of cargo are Class 5. These classifications are consistent with the Prescribed Classes of Property regulation.

The Province undertook significant work in 1995/96 to prescribe the classification of the configuration of rail yards, and does not intend to consider reclassification of railway properties at this time. The Province will continue to monitor rail operations to ensure policies are consistent with industry practices.

**NR68 Emergency Operations Centre Reserve Funds****Fraser Valley RD,  
LMLGA Executive**

Whereas regional districts are recognized as local authorities under the *Emergency Program Act* that must develop and implement emergency plans and other preparedness, response and recovery measures for emergencies and disasters;

And whereas regional districts are limited by the current funding model under the *Local Government Act*, requiring fiscal equivalence:

Therefore be it resolved that UBCM urge the Province of British Columbia and Emergency Management BC to provide regional districts with a dedicated Emergency Operations Centre Reserve Fund to facilitate the timely provision of emergency response when prior expense authorization is not practical and works are essential to save lives and protect property.

**RESPONSE: Ministry of Emergency Management and Climate Readiness**

Emergency Management BC (EMBC) acknowledges the challenges faced by regional districts working within the current expenditure authorization process and within the limitations on revenue-raising mechanisms available through the *Local Government Act*.

This year, EMBC transitioned to a new Incident Management software tool that is enabling a timelier review, approval, and communication of decisions for submitted expenditure authorization forms. EMBC is also exploring options for the electronic submission of expenditure authorization forms by First Nations and local authorities, which will further speed up the process.

In addition, EMBC is in the process of modernizing the *Emergency Program Act*, including the regulations and associated guidelines. This includes updating of EMBC's Financial Assistance Guidelines for Emergency Response Costs: A Guide for B.C. First Nations and Local Authorities.

EMBC will continue to engage with regional districts and within government to explore potential mechanisms to alleviate challenges with the existing funding model.

**NR69 Beyond GDP: A Wellbeing Framework in British Columbia****North Vancouver District**

Whereas Gross Domestic Product (GDP) was never intended to be used as an indicator of a society's health or wellbeing, does not reflect Indigenous values, does not account for the health of natural systems which underpin all life, and does not account for harmful externalities including pollution and climate change impacts;

And whereas the British Columbia Assembly of First Nations recommended that the province adopt a Wellbeing Framework in British Columbia in the 2020 report 'Centering First Nations Concepts of Wellbeing toward a GDP-alternative Index in BC;

And whereas 82 percent of Canadian respondents felt that measures beyond economic growth such as health and safety, access to education, access to clean water, time for extracurricular and leisure activities, life satisfaction, social connections, and equality of access to public services are important to their day-to-day life:

Therefore be it resolved that UBCM request the Ministry of Finance, Ministry of Jobs, Economic Recovery and Innovation, and all relevant Ministries to work in partnership with Indigenous peoples, including the British Columbia Assembly of First Nations, to transform the current Gross Domestic Product economic framework in BC into a Wellbeing Framework which centres Indigenous values, includes the health and wellbeing of all people and all species, and includes the health of natural systems which underpin all life.

**RESPONSE: Ministry of Finance**

Government recognizes and understands the need to use a diverse set of measures of well-being and economic progress. For example, since 2018 Government has used Gender Based Analysis Plus (GBA+) in all its decision making. This helps to ensure, that as policies are developed, the impacts on a range of people and communities are considered through comprehensive, evidence-based advice. Earlier this year, government released the StrongerBC economic plan with its missions of clean and inclusive growth and a suite of progress indicators that measure a wide range of social, environmental and economic progress.

In September 2022, Government released the Environmental, Social and Governance (ESG) Summary Report, which illustrates Government's commitment to strong reporting frameworks that will encourage continuous improvement on how we evaluate, assess, and adapt performance standards, measures and outcomes. Through using an ESG lens, Government plans to continuously work to enhance the quality of life for all British Columbians. In preparation for Budget 2022, the Minister of Finance consulted with a new ESG Advisory Council as well as the Economic Forecast Council to explore and discuss how Government can continue to support well-being in BC. This process will continue with Budget 2023.

Government will continue to work with First Nations and other levels of government to ensure that we measure and compare progress for all people in British Columbia. We are working on data plan initiatives that will include measures of progress about the things British Columbians care about. Our current focus is on the critical but complex questions around the safe collection and use of race-based data.

**NR70 Provincial Apology for Sixties Scoop****Vancouver**

Whereas the Sixties Scoop refers to the forcible removal of thousands of Aboriginal children from their families and communities, a Provincial strategy of assimilation that saw Aboriginal children placed in care and adopted to non-native families beginning in 1951 and continuing until the mid-1980s;

And whereas in his 1985 report on Aboriginal child apprehension and the Sixties Scoop, Manitoba Provincial Justice Edwin Kimelman referenced the UN Genocide Convention of 1948 concluding that “cultural genocide has taken place in a systematic, routine manner.”;

And whereas the governments of Manitoba, Saskatchewan and Alberta have all since apologized to the survivors of the Sixties Scoop:

Therefore be it resolved that UBCM request the province of British Columbia engage an inclusive process with Indigenous Peoples to achieve a meaningful apology to the communities, families and survivors of the Sixties Scoop.

**RESPONSE: Ministry of Children and Family**

On October 26, 2022 Premier John Horgan stated that “...on behalf of the government of today that we will acknowledge and atone for the wrongs in the child welfare system and will engage with Indigenous peoples to come up with the appropriate language to ensure that we recognize and atone for the sins of the past, not of those who are here today but those who were here before us.”

Government is interested in engaging with the Indigenous Peoples of this Province to determine what an appropriate apology for the harms caused by the child welfare system would look like. This would require an engagement process to ensure that we are hearing directly from communities, families and survivors of the Sixties Scoop as well as those affected by the child welfare system.

As part of the [Declaration Act Action Plan](#), government will engage with communities to ensure this is an action Indigenous Peoples would like government to focus on and include as one of the commitments in the Declaration Act Action Plan.

**NR71 Paid Protestors****Sicamous**

Whereas the Canadian Charter of Rights and Freedoms provides that every person in Canada has the right to freedom of expression and freedom of peaceful assembly as part of a democratic nation;

And whereas lawful protests provide citizens the opportunity to express views and grievances for government to respond to;

And whereas individuals that are recruited and paid by organizations to protest on their behalf create a false perception of public opinion on matters of community interest:

Therefore be it resolved that UBCM ask the provincial government to investigate and lobby for the prohibition of organizations paying individuals to protest of their behalf.

**RESPONSE: Ministry of Attorney General**

Government respects the rights of free expression and peaceful assembly and recognizes the fundamental role of these principles in our society. Under the *Charter of Rights and Freedoms*, these rights are protected, but not absolute. The rights are subject to reasonable state limits that are appropriately tailored and proportionate.

Government is not aware of problems involving paid protestors that would require legislative responses or other limits on the *Charter* rights described above. Evidence of any such problems would be required before Government could conduct an analysis of this topic.

In addition to engaging with constitutional rights-related issues, this topic could require consideration of potential interactions with labour law, employment law, and the interests and impacts for Indigenous peoples, including Indigenous lands.

Government is not currently engaged in an analysis of this issue and takes no position on the resolution.

**NR72 Veterinarian Shortage****Bulkley-Nechako RD,  
Fraser-Fort George RD**

Whereas there is a critical shortage of veterinarians, particularly for large animals, in BC;

And whereas the Province of BC sponsors 20 IPA (Inter-Provincial Agreement) students (out of the 140+ who apply) per year for the four-year Doctor of Veterinary Medicine program at the Western College of Veterinary Medicine at the University of Saskatchewan, and has committed to one year funding for an additional 20 students for 2022-23:

Therefore be it resolved that UBCM request the Minister of Advanced Education and the Government of BC commit to funding a total of 40 veterinary students under the Inter-Provincial Agreement in each year for four years at the Western College of Veterinary Medicine.

**RESPONSE: Ministry of Post-Secondary Education and Future Skills**

Government recognizes the importance of access to veterinary medicine in the province and was pleased to announce funding in April 2022 to increase the number of British Columbia students beginning their training this fall at the Western College of Veterinary Medicine (WCVN). Ongoing funding for the additional 20 veterinary student spaces will be considered as part of the regular budget process for Budget 2023.

The Ministries of Agriculture and Food and Advanced Education and Skills Training continue to work closely with key stakeholders on other initiatives to address high-demand regions and specialties. For example, starting in fall 2023, there will be an agriculture-focused admission stream for 15 percent of B.C. seats, for students with an interest in a career in rural mixed animal practice. Government has also added veterinarians and veterinary technologists to the list of priority occupations under the Provincial Nominee Program, helping to ensure clinics have the professionals they need to provide animal care.

Stakeholders such as regional districts and municipalities have a role to play in engaging with WCVN and the Society of B.C. Veterinarians to find ways to increase veterinarian care in their communities, such as through clinical placements for summer students and supports for veterinarian clinics.

## Section RR

### RR37 Island Rail Corridor

### View Royal

Whereas the E&N Rail Corridor, now known as the Island Corridor, which has connected Vancouver Island communities, businesses and services for more than 135 years is at risk of being lost forever by March 15, 2023 without the financial support and commitments of the provincial and federal governments;

And whereas because 80 percent of Vancouver Island's population lives within five kilometres of the corridor, it presents viable options for commuter and inter-regional passenger rail, as well as strong economic opportunities for excursion and freight services that will reduce traffic congestion and greenhouse gas emissions:

Therefore be it resolved that the UBCM call on the provincial and federal governments to commit to making the necessary investments to preserve the Island Corridor so that it can continue to connect communities, establish safe and environmentally sound passenger and freight rail service, and strengthen economies up, down, and across Vancouver Island;

And be it further resolved that this process be initiated with full engagement and consultation with First Nations that have been and are presently impacted by the Island Rail corridor and the former east and north railway.

#### **RESPONSE: Ministry of Transportation and Infrastructure**

Government is interested having a fulsome understanding of the potential costs and benefits of maintaining rail service, be that freight or passenger services, as well as understanding the alternative opportunities for the continued use as a transportation corridor be that active transportation or alternative road for use in emergencies.

Over the last 3 years, the ministry has undertaken significant planning work on this including the 2020 Track Condition Assessment which provided "all in" costing options required to re-establish freight and passenger rail services and 2019 Malahat Emergency Detour Route Planning report. The ministry has also been engaged in discussions with the Federal Government and the Island Corridor Foundation throughout this planning.

In addition, the ministry is currently engaging with First Nations, local governments and industry to gather any additional planning information within current OCPs, development opportunities in the short, medium and long term that may be beneficial for Canada and the Province to be aware of in advance of any decision around the future use of the Island Rail Corridor.

**RR38 Re-Investment in Island Coastal Economic Trust****Courtenay**

Whereas the Island Coastal Economic Trust will initiate its dissolution in 2023, and local governments, and First Nations across the Vancouver Island, Sunshine Coast, and surrounding rural, islands, and inlet communities face immeasurable economic challenges with a need for locally accountable, self-determined finance:

Therefore be it resolved that UBCM formally request the provincial government make a generational investment in the renewal and transformation of Island Coastal Economic Trust into a permanent, Environmental, Social and Governance (ESG) focused, First Nations- and local government-led, fund focused on building sustainable, resilient communities for generations to come.

**RESPONSE: Ministry of Jobs, Economic Development and Innovation**

Government acknowledges the Provincially funded support that the Island Coastal Economic Trust (ICET) has delivered to the island and coastal region, as well as the relationships built over time and the impact of the organization within communities. The Province also understands and appreciates the importance of local voices in the shaping of regional economic decision-making and project funding.

The Ministry of Jobs, Economic Development and Innovation (JEDI) is aware of the projected wind-down of the Trust and is in discussions with ICET regarding its request for further funding. ICET submitted a business case to JEDI on September 22, 2022 to accompany the request for recapitalization. The Ministry is currently in the process of reviewing the proposal.