

2024 RESOLUTIONS BACKGROUNDEERS

PART 1 – REGIONAL RESOLUTIONS

The following are the resolutions received by the February 7, 2024 resolutions deadline, and are resolutions that are considered regional in nature. Should any of these regionally focused resolutions be endorsed, they will not be forwarded to UBCM for consideration at their Annual Convention. Rather these resolutions will remain with AVICC where they may be actioned.

Part 1 - Section “A”

This section contains **regionally focused** resolutions that offer the recommendation of No Recommendation or, Not Endorse.

LAND USE

- | | | |
|----|--|---------------------------|
| R1 | Bamberton Quarry Expansion Project Adjacent To The Saanich Inlet | District of North Saanich |
| R2 | Conservation of Mount Arrowsmith Biosphere Region | City of Parksville |

Part 1 - Section “B”

This section contains **regionally focused** resolutions that support existing policy and are recommended Endorse. There were no Regional Resolutions submitted by the deadline that support existing policy and are recommend Endorse.

PART 2 – RESOLUTIONS

The following are the resolutions received by the February 7, 2024 resolutions deadline. Should any of these resolutions be endorsed, they will be forwarded to UBCM for consideration at their Annual Convention.

Part 2 - Section “A”

This section contains resolutions that offer the recommendation of No Recommendation, Not Endorse, or No Action Required

HEALTH AND SOCIAL DEVELOPMENT

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| R3 | Respiratory Syncytial virus (RSV) Vaccine | District of Port Hardy |
| R4 | Pre-Hospital Care - Demands on Local Governments | City of Port Alberni |
| R5 | Grants to Named Health Facilities | Comox Valley RD |
| R6 | Addressing the Impact of Provincial Policy on Local Governments, Taxation Equity, and Interim Policing Cost Support | City of Langford |
| R7 | Urging Legal Action for Constitutional Accountability: Addressing Provincial Failures in Healthcare, Criminal Rehabilitation, and Public Safety Responsibilities | City of Langford |

HOUSING

R8	Provincial Housing Coordinator	City of Nanaimo
R9	Emergency Shelters and Compliance with BC Building Code and BC Fire Code	City of Nanaimo
R10	Housing Authority Feasibility Study Work	Comox Valley RD City of Courtenay Village of Cumberland City of Powell River
R11	Development Cost Charges for Affordable Housing	Comox Valley RD
R12	BC Secondary Suite Incentive Program	North Coast RD

COMMUNITY SAFETY

R13	Equitable Funding of Police Services	City of Port Alberni
R14	Modernize the Police Cost Sharing Formulas	Town of View Royal
R15	Fail to Appear Charges	City of Duncan
R16	Automated Licence Plate Recognition Funding	City of Langford

ENVIRONMENT

R17	Composting Toilet and Greywater Practice	Islands Trust
R18	Ban on Rodent Glue Traps	Town of View Royal District of Saanich

LAND USE

R19	Amendments to the <i>Land Title Act</i>	City of Courtenay
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TRANSPORTATION

R20	Ports Prioritization	Sunshine Coast RD
R21	Ports Maintenance	Sunshine Coast RD
R22	Derelict Vehicles on Remote Communities	North Coast RD

COMMUNITY ECONOMIC DEVELOPMENT

R23	Halt Reductions to the Annual Allowable Cut	City of Campbell River
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SELECTED ISSUES

R24	Provincial Employee Support	Village of Zeballos
R25	Wellbeing of Future Generations Act	District of Saanich
R26	UBCM First Nation Membership	Village of Zeballos

Part 2 - Section "B"

This section contains resolutions that support existing policy and are recommended Endorse or Endorse with Proposed Amendment.

HEALTH AND SOCIAL DEVELOPMENT

R27	First Responder Calls by Fire Rescue Departments	District of Tofino
R28	Provincial Cost Recovery for Emergency Medical Services Provided by Fire Departments	RD of Nanaimo
R29	Pre-Hospital Care - Demands on Local Governments	City of Port Alberni
R30	Mental Health Liaison Officers	City of Nanaimo
R31	Investment in Complex Care Beds	City of Nanaimo
R32	Seniors' Support Assisted Living	District of Saanich
R33	Implementing <i>Accessibility BC Act</i> Recommendations	City of Parksville

HOUSING

R34	Funding for Seniors Housing in Rural Areas	Village of Gold River
R35	Extreme Weather Response Shelter System	City of Courtenay Comox Valley RD Village of Cumberland City of Powell River
R36	BC Speculation and Vacancy Tax	North Coast RD
R37	Development Cost Charges for Fire Protection Facilities	District of Lantzville

ENVIRONMENT

R38	Heavy Duty Vehicle Climate Emissions	District of Central Saanich
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FINANCE

R39	Provincial Core Funding for Evolving Public Libraries	City of Nanaimo District of Oak Bay City of Powell River qathet RD
R40	Sustainable and Equitable Funding of Library Services	City of Port Alberni
R41	Increased Funding for Local Government Infrastructure	Town of Comox
R42	Rethinking Local Government Taxation for Equitable and Effective Crisis Response	City of Langford

LAND USE

R43	Addressing Shoreline Erosion Concerns in Coastal Communities	North Coast RD
R44	Drought	Alberni-Clayoquot RD
R45	Groundwater Protection in the Province of British Columbia	District of Metchosin
R46	Rainwater Management in Road Rights of Way	Comox Valley RD

TRANSPORTATION

R47	Highway Active Transportation	District of Central Saanich
R48	Active Transportation Within Provincial Highway Rights of Way	City of Langford
R49	Improved Road Design for Vulnerable Road Users	Sunshine Coast RD
R50	Funding for Rural Road Maintenance	Sunshine Coast RD
R51	Emergency Routes	Alberni-Clayoquot RD
R52	Engagement with Local Governments with Respect to Road Network Planning	Sunshine Coast RD
R53	Free Transit for Students	Sunshine Coast RD

LEGISLATIVE

R54	Legislative Changes Consultation Process	Village of Zeballos
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ASSESSMENT

R55	New Assessment Classification for Vacant Residential Lands	Village of Gold River
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COMMUNITY ECONOMIC DEVELOPMENT

R56	Enhancing Communications for Municipal Fire Departments Responding to Motor Vehicle Incidents	City of Port Alberni
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SELECTED ISSUES

R57	Increased Funding for Rural Colleges	City of Port Alberni
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PART SR – SPECIAL RESOLUTIONS

We do not anticipate any Special Resolutions as defined under the Societies Act

PART ER – EXECUTIVE RESOLUTIONS

We do not anticipate resolutions from the AVICC Executive at this time

RE: Bamberton Quarry Expansion Project Adjacent To The Saanich Inlet

At the Regular meeting held January 29, 2024, Council passed the following resolution:

WHEREAS: the BC Provincial Minister of Environment & Climate Change Strategy decided in late June, 2023 that there would be no complete environmental review of this project under the *Environmental Assessment Act*, but rather an “enhanced review” pursuant to the *Mines Act*.

AND: that given the major industrial nature of the Quarry expansion, including the proposal to store soil material; and the highly sensitive nature of the Saanich Inlet with its unique topographical and marine peculiarities, marine and fish life, (including the Goldstream salmon run), this decision will adversely affect the Inlet and its marine life.

AND: that in Minister of the Environment & Climate Change Strategy of BC, Honourable George Heyman’s response to District of North Saanich Mayor and Council on September 11, 2023, he states in paragraph 3, “I acknowledge that the project as proposed may have potential effects on the environment...”

THEREFORE BE IT RESOLVED that AVICC requests that:

1. the BC Provincial Government should not proceed further with this extensive expansion of the Bamberton Quarry, and storage of soil material, unless and until the necessary, full environmental review and oversight is put into motion and accomplished pursuant to the *Environmental Assessment Act*;
2. this resolution be forwarded to the attention of the Federal Department of Fisheries and Oceans, and the Federal Department of Environment and Climate Change to review and address without delay this critical environment and urgent marine issue; and
3. the BC Provincial Government inform interested parties, such as First Nations, local governments, and the Saanich Inlet Protection Society of the progress/results of the enhanced permit review process for the project.



BACKGROUND SUMMARY

Subject: Bamberton Quarry Expansion Project Adjacent To The Saanich Inlet:

The Malahat Investment Corporation (MIC) submitted an application in 2021 to the Ministry of Energy, Mines and Low Carbon Innovation (EMLI) to amend their *Mines Act* Permit for the Bamberton Quarry (Mine # 0800407). This amendment request was to expand the quarry, and permit increased storage of “soil material” on the property.

In 2019, the regulations pursuant to the BC Environmental Assessment Act (20CEAA) were amended to establish a new tonnage threshold which would require an Environmental Assessment (EA). The current regulation states that, “a new mine facility with a production capacity of more than 75,000 tonnes per year requires an EA.”

This current amendment application will permit quarrying of 479,000 tonnes per year - compared to the current 75,000 tonnes per annum. This figure represents almost six and a half times the volume of extraction the regulations under the *BC Environmental Assessment Act* have set as a reasonable annual rate for requiring an Environmental Assessment.

The MIC wants to expand the quarrying operation - a mine expansion proposal that plans to:

- Extract 479,000 tonnes of rock/minerals per year (6 1/2 times the current extraction rate which is 75,000 tonnes per year.);
- Clearcut the side of a mountain which has four streams running into the Saanich Inlet;
- Crush, screen and undertake pneumatic/hydraulic rock work;
- Operate 7 days per week blasting rock across from residential neighbourhoods;
- Load and unload large ocean barges of contaminated soils, creosote piles, cement powder, scrap metal, aggregate and fuels;
- Create “catchment/retention ponds” with a “drainage scheme”;
- Store hydrocarbons in the existing upland tanks;
- Maintain piles, dolphins and shoreline armouring;
- Conduct barge and vessel maintenance;
- Moor large vessels associated with the blasting of the mountain side and extracting rock.

SAANICH INLET ENVIRONMENT:

The Saanich Inlet is a unique deep glacial fjord separated from adjacent marine waters by a shallow sill that restricts water inflow.

The Saanich Inlet is a special, sensitive, very fragile body of water which because of its unique topographical and marine peculiarities must be protected from pollution and contamination which may persist for months and in some cases, decades.

The potential negative environmental effects of increased quarrying, and handling of waste materials at Bamberton could have a serious negative impact on the entire marine ecosystem and the thousands of residents living around Saanich Inlet.

OVERWHELMING OPPOSITION TO THE EXPANSION PROPOSAL:

In late 2022 and throughout 2023, there was much work done, many meetings and some consultative sessions held, many reports and memorandum written.

There has been continuing overwhelming resistance/opposition by First Nations, MLAs Adam Olsen and Sonia Furstenu, the Saanich Inlet Protection Society and the municipalities of Saanich, Central Saanich, Metchosin, Highlands and North Saanich to the permitting of this expansion without benefit of a full Environmental Assessment.

Without a full and necessary Environmental Assessment, this proposed Quarry expansion could very well result in irrevocable damage to the entire marine ecosystem of the Saanich Inlet.

Sources:

“Quarry Operation Notice of Work and Reclamation Program for the Bamberton Quarry - Amendment to existing BC Mines Act permit Q-8-24 Mine Number 0800407 - April, 2019.” (Applicant Rene Bourdin, Finance Administrator and Site Manager for Malahat Investment Corporation.)

“Saanich Inlet Protection Society Letter and Request for an Environmental Assessment of Multiple Projects at Bamberton - October 28, 2022.” Eric Falkenberg-Poetz, President, Saanich Inlet Protection Society, on behalf of the Board of Directors

Background for Proposed AVICC Resolution:

Conservation of Mount Arrowsmith Biosphere Region

The Tripartite Framework Agreement on Nature Conservation between Canada, British Columbia, and the First Nations Leadership Council was signed in November 2023. The agreement includes objectives for protection in four areas, including habitat and ecosystem conservation and protection, habitat enhancement and restoration, species at risk protection and recovery, and foundational knowledge and information sharing. One key goal identified is to "advance Canada and BC's commitment to protect at least 30 per cent of B.C.'s land by 2030."¹

The Mount Arrowsmith Biosphere Region (MABR) was designated as a UNESCO biosphere reserve in the year 2000. In 2014, Vancouver Island University took over management of the Mount Arrowsmith Biosphere Region and established a roundtable which involves representatives from Snaw-naw-as (Nanoose) First Nation, Qualicum First Nation, the City of Parksville, the Town of Qualicum Beach, the Regional District of Nanaimo, the BC Ministry of Environment, the Vancouver Island Conservation Land Management Program, Island Timberlands, TimberWest, and Vancouver Island University.²

The MABR includes five watershed regions, ecologically significant estuaries, and the Coastal Douglas-fir moist maritime biogeoclimatic subzone (CDFmm). While the CDFmm contains the highest diversity of plant species in BC and the highest diversity of over-wintering bird species in Canada, it is the smallest and most at-risk zone in BC and is of conservation concern (Biodiversity BC, 2008). Furthermore, the CDFmm is home to the highest number of species and ecosystems at risk in BC, many of which are ranked globally as imperilled or critically imperilled³ including Garry oak ecosystems, of which less than 5% remain in near-natural conditions⁴.

Protection of this ecologically important region fits within the mandate of the Tripartite Framework agreement on Nature Conservation.

¹ Government of Canada Ministry of Environment and Climate Change (2023). *Backgrounder - Tripartite Framework Agreement on Nature Conservation between Canada, British Columbia, and the First Nations Leadership Council*.

Retrieved from: <https://www.canada.ca/en/environment-climate-change/news/2023/11/tripartite-framework-agreement-on-nature-conservation-between-canada-british-columbia-and-the-first-nations-leadership-council.html>

² Mount Arrowsmith Biosphere Region.

Retrieved from: <https://www.mabr.ca/history>

³ Coastal Douglas Fir and Associated Ecosystems Conservation Partnership.

Retrieved from: <https://www.cdfcp.ca/about-the-cdfcp/#:~:text=The%20CDFmm%20is%20home%20to,mst%20altered%20by%20human%20activities.>

⁴ McPhee et al. (2000). *Sensitive Ecosystems Inventory: East Vancouver Island and Gulf Islands 1993-1997*.

Retrieved from:

https://a100.gov.bc.ca/pub/acat/documents/r2124/SEI_4206_rpt2_111099716576_7025110f245d45caa101abdef711671d.pdf



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R3

RESPIRATORY SYNCYTIAL VIRUS (RSV) VACCINE

WHEREAS in 2024, the availability of Arexvy, a vaccine approved by Health Canada in August for adults aged 60 and over, marks a significant milestone in protecting older adults against the respiratory syncytial virus (RSV). Arexvy has demonstrated nearly 83 per cent efficacy in preventing lower respiratory tract disease caused by RSV and a 94 per cent efficacy in preventing severe RSV-associated illness, according to the FDA's analysis of data;

AND WHEREAS the authorization of Arexvy for use in Canada addresses the critical need for preventing RSV in older adults, who may face greater risks of severe outcomes, including hospitalization. The potential overwhelming of the hospital system, as experienced during the pandemic, underscores the importance of safeguarding the health of older adults by preventing RSV infections

THEREFORE BE IT RESOLVED that the Association of Vancouver Island and Coastal Communities (AVICC) request the Union of British Columbia Municipalities (UBCM) to lobby the Province of British Columbia to treat the RSV vaccine as an essential preventative measure, similar to other critical vaccines, and work towards subsidizing its cost to eliminate the burden of a \$300 per full dose on individuals seeking protection against RSV.

BACKGROUND

The year 2024 marks a crucial juncture in public health with the advent of Arexvy, a groundbreaking vaccine approved by Health Canada in August, designed to protect adults aged 60 and over against the respiratory syncytial virus (RSV). RSV is a respiratory virus that can lead to lower respiratory tract disease, particularly severe in older adults and infants, potentially resulting in hospitalization.

Arexvy, with its commendable efficacy rates of nearly 83 per cent in preventing lower respiratory tract disease and 94 per cent in preventing severe RSV-associated illness, has been authorized for use in Canada specifically for adults aged 60 and older. This authorization addresses a significant gap in preventative measures, given that there is currently no approved vaccine for children or younger adults.

The vulnerability of older individuals and infants to more severe outcomes from RSV emphasizes the critical importance of widespread vaccination. Severe RSV infections in seniors not only pose a direct threat to their health but also risk overwhelming the healthcare system, echoing the challenges experienced during the recent pandemic. Safeguarding the health and well-being of older adults is paramount, and proactive measures are necessary to prevent the strain on healthcare facilities.

In light of these considerations, the urgent need to advocate for the full funding of the RSV vaccine. The resolution aims to position the RSV vaccine as a crucial component of public health programs, equivalent to other essential vaccines, ensuring accessibility for all eligible individuals without imposing financial barriers.

RATIONALE

In conclusion, the rationale for advocating the full funding of the RSV vaccine is grounded in the principles of public health, equity, and strategic healthcare planning. By prioritizing preventative measures and recognizing the unique challenges posed by RSV, the District of Port Hardy seeks to have the AVICC advocate for the full funding of the RSV vaccine. The resolution aims to position the RSV vaccine as a crucial component of public health programs, equivalent to other essential vaccines, ensuring accessibility for all eligible individuals without imposing financial barriers and to contribute to the well-being of communities and enhance the resilience of the healthcare system.

Sources

<https://www.cbc.ca/news/health/rsv-health-canada-vaccine-1.6928175>

<https://www.fda.gov/news-events/press-announcements/fda-approves-first-respiratory-syncytial-virus-rsv-vaccine>



Date: January 9, 2024

File No: 0390-20-AVICC

RESOLUTION for Consideration by Delegates at the AVICC 2024 AGM & Convention Pre-Hospital Care | Demands on Local Governments

In alignment with Council's *2023-2027 Corporate Strategic Plan* and the goals of "fostering a complete community that is safe, healthy and inclusive" and ensuring the "provision and maintenance of quality services" Council for the City of Port Alberni is submitting the attached resolution for consideration.

The provision of pre-hospital care is a critical aspect of health care in British Columbia. Fire Departments, funded by local governments, have traditionally played a significant role in delivering pre-hospital care. However, the increasing workload related to pre-hospital care, particularly in the area of medical first response, has put significant pressure on local governments. This pressure arises from the need to allocate additional resources for training, fuel, vehicle maintenance, consumables, and staffing. As pre-hospital care falls under the jurisdiction of the provincial government, it is crucial to address the challenges faced by Fire Departments and ensure the provision of adequate resources and support.

1. **Increasing Workload:** Fire Departments are experiencing a sharp increase in their workload related to pre-hospital care. The demand for medical first responder services has risen significantly, leading to an increased number of emergency calls. This surge in call volume has stretched the resources of Fire Departments, making it difficult for them to meet the growing demands effectively.
2. **Financial Burden on Local Governments:** The increased workload in pre-hospital care has resulted in additional operating costs for local governments. These costs include training programs for firefighters, fuel expenses for emergency vehicles, maintenance of vehicles and equipment, consumables such as medical supplies, and the need for additional staffing. The financial burden on local governments is becoming unsustainable, as they struggle to allocate sufficient funds to support the growing demands of pre-hospital care.
3. **Provincial Responsibility:** Pre-hospital care is a crucial aspect of healthcare and falls under the jurisdiction of the provincial government. As such, it is the responsibility of the provincial government to ensure the provision of adequate resources and support for pre-hospital care services. By doing so, the provincial government can ensure the effective and efficient delivery of emergency medical services to the public.

In light of the challenges faced by Fire Departments and the financial burden on local governments, it is imperative to urgently appeal to the provincial government for action as follows:

1. **Autonomy of Pre-Hospital Care:** The provincial government should take immediate steps to adequately staff and operate pre-hospital care services autonomously. By assuming full responsibility for pre-hospital care, the provincial government can alleviate the burden on local governments and ensure the provision of efficient and effective emergency medical services.

2. Funding for Fire Department First Responder Programs: Alternatively, if the provincial government is unable to operate pre-hospital care autonomously, it should provide adequate funding to local governments to cover the cost of Fire Department First Responder programs. This funding would help alleviate the financial strain on local governments and ensure the continued provision of essential pre-hospital care services.

The increasing workload in pre-hospital care and the financial burden on local governments necessitate urgent action from the provincial government. The proposed resolution requests that AVICC and UBCM appeal to the provincial government to either assume full responsibility for pre-hospital care or provide immediate and adequate funding to support Fire Department First Responder programs. By addressing these concerns, the provincial government can ensure the provision of high-quality emergency medical services and relieve the strain on local governments.

Attachments:

Appendix 'A' | Port Alberni Fire Call Volume Categories Graph

Appendix 'B' | Fire Responder Call Volume Table

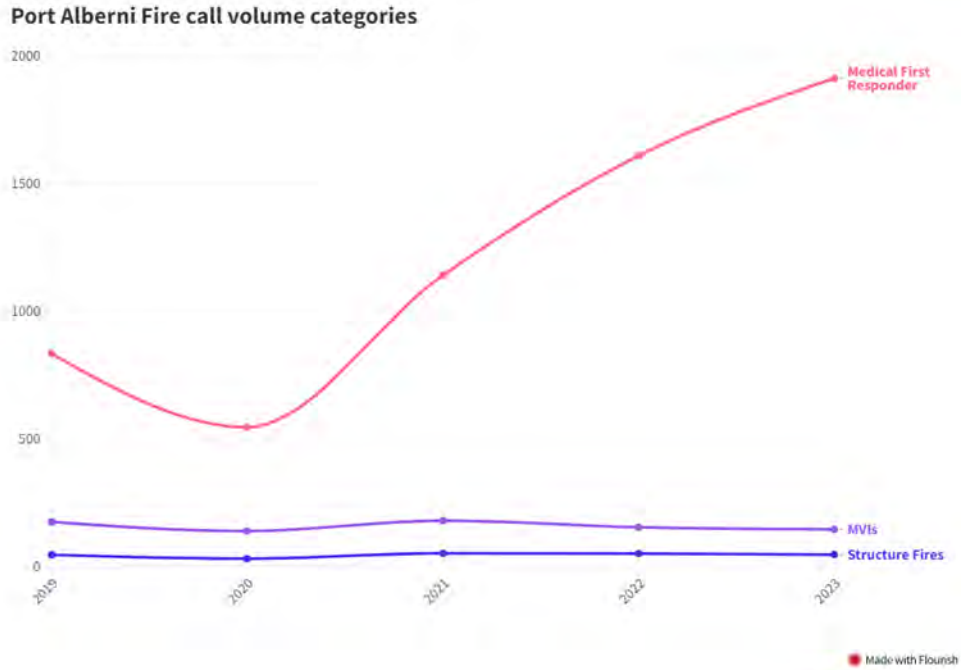
Yours truly,
CITY OF PORT ALBERNI



Sharie Minions
Mayor

c: City Council
M. Fox, CAO
D. Monteith, Director of Corporate Services
UBCM Member Municipalities

Appendix ‘A’



Appendix ‘B’

	First Responder	Total PAFD Calls	% Calls
2005	456	1140	40
2006	576	1307	44
2007	534	1140	47
2008	548	1193	46
2009	535	1162	46
2010	574	1197	48
2011	596	1186	50
2012	560	1162	48
2013	544	1137	48
2014	631	1272	50
2015	563	1186	47
2016	671	1325	51
2017	786	1492	53
2018	872	1605	54
2019	832	1572	53
2020	544*	1281*	42
2021	1141	1989	57
2022	1609	2459	65
2023	1912	2823	68

Grants to Named Health Facilities

WHEREAS regional hospital districts are empowered to direct capital funding grants only to hospitals and hospitals facilities named by the Ministry of Health;

AND WHEREAS rural, remote and indigenous communities often rely upon community health clinics for medical care in the absence of any nearby health-authority owned and operated facilities;

THEREFORE BE IT RESOLVED that AVICC & UBCM request that the Province of BC review the *Hospital District Act* to provide enhanced authority to regional hospital districts to direct capital and operational grants to non-profit community health clinics and centres in rural, remote and indigenous communities.

Background:

- The *Hospital District Act* was adopted in 1996 and serves as the framework by which all regional hospital districts (RHDs) must operate.
- A regional hospital district board is empowered by legislation to provide annual unconditional grants to designated rural and remote health clinics located within their hospital district service area.
- Informed by recent deliberations on health care supports for urban, rural and indigenous communities, the Comox Strathcona Regional Hospital District (CSRHD) Board expressed a desire to expand the number of potential recipients to include six additional non-profit community health clinics servicing remote and rural communities.
- In August of 2022 the CSRHD Board requested that Island Health advance a request to the Minister of Health to proceed with naming these additional rural and remote health care clinics and centres in order to make them eligible for grant funding.
- Island Health recently advised CSRHD staff that their request for designation of the additional facilities has been declined by the Ministry of Health. As regional hospital districts are governed by the *Hospital District Act*, provision of financial grants is restricted to facilities designated as hospitals or hospital facilities that are run by the health authority.
- Despite such undesigned facilities being owned and operated by community-based non-profits, regional hospital district boards are restricted from advancing small grants to assist with critical building repairs and other projects to support their continued provision of health services.

The Comox Valley Regional District respectfully acknowledges the land on which it operates is on the unceded traditional territory of the K'ómoks First Nation, the traditional keepers of this land.

- The Comox Valley Regional District (CVRD) respectfully requests that the Ministry of Health prioritize an update to the *Hospital District Act*. The CVRD is confident that RHDs from across the province are eager to engage in a legislative review and to help unlock creative solutions to the challenges that all regional hospital districts are facing.

Title: Addressing the Impact of Provincial Policy on Municipalities

Introduction:

The issue at hand revolves around the responsibility of the Provincial government to provide essential services such as health care, mental health care, and housing. The failure of the Province to fulfill its obligations in these areas has led to a direct downshift of associated costs to municipalities, including the City of Langford. This downshift places undue pressure on local resources and has significant implications for social equity, particularly in the context of property taxation. Additionally, the burden has resulted in increased policing costs for municipalities, diverting resources meant for criminal law enforcement to address social problems better handled by appropriate health and social service agencies, areas of Provincial responsibility.

Background:

The City of Langford, like many other municipalities, is grappling with the consequences of inadequate Provincial support for essential services. The provision of health care, mental health care, and housing is fundamental to creating thriving and secure communities. However, the Province's failure to fulfill its obligations has left municipalities to bear the financial strain, particularly through property taxes, a form of taxation known for its regressive nature.

The impact is evident in the rising police costs faced by municipalities. Social issues that should be addressed through health and social service agencies are increasingly being handled by law enforcement, stretching their resources thin and hindering their ability to focus on criminal law enforcement.

Importance:

Social Equity

The downshift of costs to municipalities, especially through regressive property taxation, has implications for social equity. It exacerbates existing disparities by placing a heavier burden on those with limited financial means, contributing to an inequitable distribution of the tax load.

Public Safety

The increased pressure on municipal law enforcement due to the handling of social issues detracts from their primary function of maintaining public safety. Adequate funding for health and social service agencies would allow for a more holistic and effective approach to addressing the root causes of social problems.

Collaborative Governance

The importance of collaborative governance cannot be overstated. Advocating for increased Provincial support and a collaborative strategy acknowledges the shared responsibility of both levels of government in ensuring the well-being of citizens.

Conclusion:

Addressing the impact of Provincial policy on municipalities is crucial for creating sustainable and equitable communities. By advocating for increased Provincial funding and support, a shift in focus from

law enforcement to appropriate agencies, and an interim measure of Provincial support for policing costs, the resolution aims to foster a more collaborative and effective approach to addressing the complex challenges faced by municipalities like the City of Langford.

Category: Constitutional Responsibilities

Title: Urging Legal Action for Constitutional Accountability: A Brief Overview

Introduction:

The Constitution Act, 1867, establishes the framework for the distribution of powers between the federal and Provincial governments in Canada. Among the constitutional responsibilities assigned to the Provinces are essential services such as healthcare, including mental healthcare, and the administration of justice, encompassing criminal rehabilitation through correctional facilities. This resolution addresses the observed failure of the Province to adequately fulfill these constitutional duties, leading to a consequential shift of responsibilities and costs to municipalities. The Association of Vancouver Island and Coastal Communities (AVICC) is urged to explore the viability of initiating a legal proceeding against the Province to rectify these deficiencies and alleviate the undue burden on municipalities, with the ultimate intent of safeguarding public safety.

Background:

The constitutional framework delineated in the Constitution Act, 1867, is foundational to the Canadian federal system, ensuring a clear division of powers between the federal and Provincial levels of government. Section 92 of the Act outlines specific areas falling under Provincial jurisdiction, including essential services like healthcare and the administration of justice. These responsibilities are critical for maintaining the well-being of citizens and upholding the principles of justice and public safety.

Observations of Provincial Failure

Despite the constitutional mandate, there is a discernible failure on the part of the Province to fulfill its responsibilities, particularly in the domains of healthcare, mental healthcare, and criminal rehabilitation through correctional facilities. This failure manifests in an ineffectual and inequitable downshift of responsibilities and costs to municipalities. While this downshift can be most acutely witnessed in increased policing and first responder costs, it is also felt by many communities who have taken it upon themselves to provide greater social services, beyond their municipal mandate. The impact of this failure is far-reaching, impairing the ability of municipalities to provide essential services as public safety continues to take an increasingly large share of municipal budgets. As a consequence, communities across Vancouver Island and Coastal regions are grappling with the consequences of an overwhelmed and underfunded municipal response to the current crisis we are witnessing on our streets.

Shift of Responsibilities to Municipalities

The observed downshift of responsibilities and costs to municipalities places an undue burden on local governments. This shift not only strains the financial resources of municipalities but also hampers their capacity to provide effective and timely services to residents. The implications extend to compromised public safety, as municipalities struggle to navigate the challenges arising from the Province's failure to meet its constitutional obligations. It is imperative to address this systemic issue to ensure the well-being and safety of the communities AVICC represents.

Negative Effects on Local Small Businesses

The Province's failure to fulfill constitutional responsibilities in healthcare, mental healthcare, and the administration of criminal rehabilitation has ripple effects on local small businesses, crucial to our economies. Small businesses now face increased costs for security measures and losses from elevated incidents of shoplifting. These businesses, already operating on thin profit margins, divert funds to security, affecting their viability and vibrancy within our communities. Shoplifting impacts their financial viability, and reduced foot traffic diminishes revenue. Addressing Provincial failures is essential not just for public safety but also to secure the economic resilience of our local small businesses, preserving their role as vital contributors to community vibrancy.

Conclusion:

In conclusion, the constitutional responsibilities assigned to the Provinces, including healthcare and the administration of justice, are integral to the social fabric and safety of Canadian communities. The Province's failure to meet these obligations has led to a detrimental downshift of responsibilities to municipalities, negatively impacting their ability to address critical local issues. The AVICC's resolution, directing its members to explore legal proceedings against the Province, is a crucial step toward rectifying these failures, ensuring that constitutional responsibilities are met, and municipalities are relieved of an undue burden. This action seeks to safeguard public safety, protect the well-being of citizens, and reinforce the principles of the Canadian federal system.

Title: Provincial Housing Coordinator

R8

Sponsor: City of Nanaimo

WHEREAS the number of people experiencing homelessness or housing instability across the Province has been increasing at an unprecedented rate;

AND WHEREAS the Province has invested considerable funds in supportive housing, the majority of which operate as low barrier facilities making it challenging for individuals in recovery to secure housing options that support an addiction-free lifestyle;

THEREFORE BE IT RESOLVED that UBCM lobby the Province to establish a Provincial Housing Coordinator to work directly with those persons who are experiencing homelessness and who are not in need of supports, to find suitable housing.

Background Information

In 2021, the estimated number of individuals to have experienced homelessness in British Columbia was 26,240. Results of the 2023 Point-in-Time Homeless Counts, which were conducted in 25 BC communities between March and May 2023, make it clear that this number has risen substantially, and continues to rise, requiring an increase in the supports and services needed to prevent and address homelessness in BC.

The Province of BC established the Building BC: Supportive Housing Fund in 2018 and considerable funds have since been dedicated to delivering new homes with support services for people experiencing or at risk of homelessness. Recognizing that the Province takes a Housing First approach to homelessness, the majority of the supportive housing offered operate as low or minimal barrier facilities and those living at these facilities are not expected to abstain from substance use. This model makes it very challenging for individuals who are in recovery from substance use disorder and are in need of secure housing to not fall back into the cycle of addiction.

Individuals living in the Vancouver Coastal Health Authority and Fraser Health have the opportunity to apply to the Addiction Recovery Program (ARP), which provides them with stable, short-term housing while they participate in a substance use recovery program. This program is not available in other BC communities.

If established, a Provincial Housing Coordinator could assist individuals who are experiencing or at risk of homelessness to secure stable housing outside of the low barrier options currently available in most supportive housing facilities. Having a dedicated resource to serve as a housing advocate for those individuals in active recovery who wish to secure housing that will support their efforts to abstain from non-prescription drugs and alcohol would fill a much-needed gap in the housing continuum. A Provincial Housing Coordinator can participate in the

Province's Coordinated Access and Assessment initiatives to better reflect the needs of each community, identify new resources and options, improve assessment tools and respond to local emergencies such as encampments and tent cities.

Title: Emergency Shelters & Compliance with BC Building Code & BC Fire Code

R9

Sponsor: City of Nanaimo

WHEREAS many communities are experiencing a crisis-level influx of homeless individuals and the existence of emergency shelters is critical to addressing the safety of people experiencing homelessness;

AND WHEREAS, due to the urgent nature of the need and the lack of suitable building stock in many communities, emergency shelters are frequently operating from buildings that do not meet the major occupancy classification requirements of the BC Building Code, nor the requirements of the BC Fire Code, placing local governments at risk of incurring liability if they do not enforce the codes and risking shutting down emergency shelters if they do enforce the codes;

THEREFORE BE IT RESOLVED that UBCM request the Province work with the Building Safety Standards Branch to establish some reasonable variances to the BC Building Code and BC Fire Code to enable emergency shelters to remain open.

Background Information

Many communities are experiencing a crisis-level influx of homeless persons, some with mental health and/or addiction issues and Councils/Boards wish to help address their life-safety needs as well as safety of persons using public streets and other public areas. The existence of shelters and warming/cooling centres is critical to addressing the homelessness emergency. At the same time, local governments do not have financial or staff resources to construct and operate such facilities or to upgrade any facilities for which there is a serious need, and which fall under Province's housing mandate.

There is a shortage of appropriate buildings in many communities to provide emergency shelter and warming/cooling services to unhoused people, and some buildings being used for emergency shelters and warming/cooling centres do not meet the British Columbia Building Code (BCBC) or British Columbia Fire Code (BCFC).

Typically, shelter and warming/cooling centre operators are non-profit organizations that do not have the financial means to lease or purchase buildings at market rates, and thus tend to utilize buildings at reduced rates that may be older buildings not designed and constructed to meet the requirements of the BCBC and BCFC for the use. Due to financial limitations of the non-profit entities, combined with the lack of available structures in the many communities, some of the buildings presently containing temporary and other shelters and warming/cooling centres need seismic, fire, building, and other upgrades.

Given the increasing need for shelter spaces and the requirement for rapid emergency responses, shelter operators can also lack the time to complete building upgrades to meet the BCBC and BCFC requirements. This set of circumstances leads to buildings being used for emergency shelters and warming/cooling centres that do not fully meet BCBC and BCFC requirements for the use.

In the absence of provisions within the BCBC and BCFC to address this situation, local governments are forced to balance their building safety regulatory mandate with a clear public interest to allow these critical facilities to continue to operate. Local governments are at risk of incurring liability if they do not enforce the codes and risk shutting down emergency shelters if they do enforce the codes. Due to the shortage of emergency shelter spaces and warming/cooling centre spaces for unhoused people in many communities, BCBC and BCFC enforcement actions that would typically be applied, such as shut-down injunction, for these spaces could be inhumane.

In order to provide certainty that the shelters and warming/cooling centres will continue to operate, the AVICC is respectfully asking the Province and/or BC Housing to fund the shelters to carry out capital repairs necessary to satisfy applicable building and other fire codes and enactments with a view to basic life-safety. In the meantime, we ask that the Province work with the Building Safety Standards Branch to establish some reasonable variances to enable the facilities to remain open.

More information:

“Emergency Shelter and Warming/Cooling Centre Regulation Enforcement” (2023-NOV-20 City of Nanaimo Staff Report): <https://pub-nanaimo.escribemeetings.com/filestream.ashx?DocumentId=51840>

“Emergency Shelter and Warming/Cooling Centre Regulation Enforcement Policy Resolution” (endorsed 2023-NOV-20): https://www.nanaimo.ca/docs/your-government/city-council/policies/cou-239_emergency-shelter---warming_cooling-centres-regulation-enforcement.pdf

AVICC HOUSING AUTHORITY FEASIBILITY STUDY WORK RESOLUTION

WHEREAS non-market housing is in critical need throughout the province, and the provision of such housing is currently severely challenged by supply conditions, lack of adequate funding, and lack of capacity by local governments to support the provision and management of such housing;

AND WHEREAS some municipalities and regional districts in British Columbia have created entities, such as housing authorities, which successfully increase the supply of non-market housing by providing and managing such housing, the process of planning and then creating these entities involves significant staff time and other costs;

THEREFORE BE IT RESOLVED THAT the Association of Vancouver Island and Coastal Communities and the Union of BC Municipalities petition the Province of BC to provide grant funding for municipalities and regional districts to plan and create entities that provide and manage non-market housing in their communities.

Background

- Housing affordability and homelessness are significant challenges across the province with the situation worsening considerably in recent years. A growing number of residents are experiencing homelessness and having difficulty securing suitable housing that is affordable relative to their household's income, impacting the economic and social wellbeing of communities large and small.
- The Government of BC has made affordable housing a key focus, launching a variety of initiatives and measures to increase the supply of all housing types, including non-market housing. This type of housing is government subsidized and is typically owned and/or operated by either a government or a non-profit housing provider.
- Through BC Housing, the Province partners with local governments, non-profits and co-ops by providing capital and operational grants for non-market housing.
- Local governments are recognized as a key partner in supporting affordable housing in BC, employing an array of tools including regulations, policies and plans, land and financing and capacity building.

- The scale and complexity of the housing affordability crisis requires additional, sustained efforts by all orders of government. In response, many local governments are exploring new tools and considering new roles that have traditionally been held by senior government agencies. Such activities include the development and operation of affordable housing units as well as land banking and financing for local projects.
- Through arms-length corporations, societies and authorities, a small number of resort communities and large urban centers have made significant strides in the creation of new affordable housing. Such entities, many of which are now self-sustaining, serve as examples of the positive outcomes that can be achieved in the creation of affordable housing in cooperation with the local non-profit and co-op providers.
- Properly considering these types of activities in the context of the needs and attributes of each community requires housing sector expertise through a variety of lenses, including development, construction, operations, finance and legal. As this is not commonly an internal capacity held by local governments, analysis by third-party consultants is required to assist in such reviews and provide critical information and advice regarding the potential role, structure and operations. Depending on the scale and scope of the review, the costs for such work can range from \$15,000 - \$100,000.
- The creation of a new line of business for local governments is recognized as a significant undertaking and one that may take many years to reach maturity. Due to this complexity and the required assessments and feasibility studies, gaining public support for such expenditures can be challenge.
- Grant funding opportunities specific to this type of exploration and assessment would enable and facilitate more communities to consider these tools and approaches to help to build more vibrant and affordable communities throughout BC.

Development Cost Charges for Affordable Housing

WHEREAS municipalities and regional districts are able to levy development cost charges on new development to help pay for the capital costs of growth-related infrastructure;

AND WHEREAS local governments are challenged with both adequately funding infrastructure and providing waivers or exemptions to development cost charges for certain types of supportive and rental housing;

THEREFORE BE IT RESOLVED that the Association of Vancouver Island and Coastal Communities and the Union of BC Municipalities call on the provincial government to further increase funding levels to BC Housing and mandate the inclusion of funding for development costs charges as part of all capital grants.

BACKGROUND

- Development Cost Charge (DCC) monies are collected from land developers to offset some of the infrastructure expenditures incurred in order to service the needs of development.
- These funds are essential to the equitable funding of infrastructure improvements required to support a growing community and are key to the best practices of asset management.
- Affordable Housing Projects are community development projects aimed at providing low cost affordable housing solutions to residents most in need. Affordable Housing Projects are essential in addressing a community's affordability and homelessness needs.
- From time to time, Affordable Housing Projects will request to local governments that the payment of DCCs in support of Affordable Housing Projects be waived.
- These requests place local government Boards and Councils in the difficult position of either, ensuring sustainability of community infrastructure or supporting necessary Affordable Housing Projects.

The Comox Valley Regional District respectfully acknowledges the land on which it operates is on the unceded traditional territory of the K'ómoks First Nation, the traditional keepers of this land.

- DCCs are an eligible cost for Provincial and Federal Affordable Housing Project funding programs, however housing projects face many financial challenges and like other projects are looking for ways to reduce costs.
- Also, BC Housing does look to have municipalities and regional districts reduce or waive as much of these costs as possible.
- The Comox Valley Regional District (CVRD) respectfully requests that Provincial and Federal Housing programs further increase funding and mandate the inclusion of funding for development costs charges as part of all capital grants.

TOPIC:

B.C. Secondary Suite Incentive Program

RESOLUTION:

WHEREAS the B.C. government aims to create more housing in all of B.C. through the introduction of the pilot Secondary Suite Incentive Program;

AND WHEREAS eligibility for the Secondary Suite Incentive Program does not include properties within regional district electoral areas;

THEREFORE BE IT RESOLVED THAT the AVICC and UBCM advocate to the B.C. government to expand the SSIP to include electoral areas thereby reducing inequities and barriers to participation.

BACKGROUNDER:Introduction

In September 2023, the B.C. government announced that beginning in April 2024, the Province, through BC Housing, will introduce a pilot program, the Secondary Suite Incentive Program (SSIP), as part of its plan to help supply more housing to markets across B.C.

The SSIP will be a three-year pilot program to provide conditional financial assistance to help homeowners construct long-term affordable rental units, including secondary suites¹ and/or accessory dwelling units², attached or detached from the unit that the homeowners reside in.

Homeowners who qualify will receive up to 50% of the cost of renovations, up to a maximum of \$40,000. The program will provide a rebate in the form of a forgivable loan – a loan that does not need to be repaid if the homeowner follows the terms of the program.

¹ A secondary suite is a complete living unit with its own kitchen, sleeping area, and washroom facilities contained within another dwelling. The two dwelling units (the primary residence and the secondary suite) and any common spaces make up a single real estate entity that cannot be stratified or otherwise legally separated from the other.

² An accessory dwelling unit (often referred to as an ADU) is a self-contained dwelling unit, such as a garden suite, laneway home, carriage house or garage suite, located on the same legal lot as another dwelling. Specific planning rules and building code standards exist for the development of secondary suites and ADUs, providing property owners and tenants with assurances about the safety of their homes.

A Secondary Suite Incentive Program for All Electoral Areas

While this program is welcomed news for communities across the province, many of which are experiencing housing shortages, the SSIP originally stipulated that properties must be located within one of the 161 incorporated municipalities in British Columbia in order to be eligible.

In January 2024, 16 of 27 Regional Districts were included as part of the April 2024 launch of the SSIP. It was stated that these Regional Districts have the necessary building bylaws and building-permit and inspection services across their electoral areas that make them eligible for the SSIP pilot.

The B.C. province also stated that program adaptations to enable expansion to properties in the remaining regional districts will be explored for future years. Until then, many electoral areas across the province continue to be ineligible for this program. Communities within these electoral areas, many of them in remote parts of the province, are also experiencing severe housing challenges. In fact, the costs to build new housing and to renovate existing housing in more remote areas are typically much higher due to increased transportation and labour costs. The SSIP will be impactful to help develop new housing options in regional districts not covered by the SSIP, as the \$40,000 rebate will account for a greater portion of a home's assessed value, compared to larger centres.

The electoral areas not covered by the SSIP are experiencing severe immediate housing supply needs to house essential workers, including first responders, health care workers, critical infrastructure workers, and teachers. Many remote communities are unable to recruit for these critical positions due to a lack of housing available in their communities; this includes a lack of affordable rental options and a lack of affordable real estate supply. This is contributing to key services being unavailable to residents who live in these communities.

Conclusion

While there is a district rural vs. urban divide in the Province of B.C., it was not anticipated that the SSIP would be another example of this inequity. We strongly urge the B.C. government to expand this program to include all electoral areas in B.C. and reduce inequities and barriers to participation, while developing much-needed housing across the province.



Date: January 16, 2024

File No: 0390-20-AVICC

RESOLUTION for Consideration by Delegates at the AVICC 2024 AGM & Convention Equitable Funding of Police Services

In alignment with Council's *2023-2027 Corporate Strategic Plan* and the goals of "fostering a complete community that is safe, healthy and inclusive" and ensuring the "provision and maintenance of quality services" Council for the City of Port Alberni is submitting the attached resolution for consideration.

The City of Port Alberni, located in the Alberni Valley, faces significant challenges in funding its police services. The current Police Services funding model in British Columbia does not consider the financial commitment or funding contribution of each jurisdiction, leading to inequitable distribution of costs. Furthermore, systemic social issues such as poverty, addiction, and mental health challenges contribute to increased demands on police services, placing an additional burden on the City of Port Alberni. The resolution urges the Province of British Columbia to develop an equitable Police Services funding program that considers the financial capacity, population size, and the impact of systemic social issues on police services for all municipalities and regional districts in the province.

1. **Financial Disparity:**
The City of Port Alberni funds the highest number of RCMP members in the Alberni Valley and pays significantly higher police costs per capita and per household compared to other municipalities in the region. This financial burden places a significant strain on the city's taxpayers, who bear the brunt of the costs. The current funding model does not take into account the financial capacity of each jurisdiction, leading to an unfair distribution of costs and an unsustainable financial situation for the City of Port Alberni.
2. **Impact of Systemic Social Issues:**
Systemic social issues such as poverty, addiction, and mental health challenges have a direct impact on the demands placed on police services. While these issues are outside the mandate of municipalities, they contribute to increased call volumes and the need for police intervention. The City of Port Alberni, like many other communities, faces the challenge of responding to and managing the impacts of these issues, further increasing the demands on its police services. Without adequate funding to address these systemic social issues, the burden falls on the City of Port Alberni and its taxpayers.
3. **Equitable Funding:**
To ensure fairness and sustainability in funding police services, it is crucial to develop an equitable funding program that considers the financial capacity and population size of each jurisdiction. The current funding model fails to account for these factors, resulting in disparities in funding and placing an unfair burden on certain municipalities. By developing an equitable funding program, the Province of British Columbia can ensure that all municipalities and regional districts have access to the necessary resources to provide effective and efficient police services.

The City of Port Alberni's high police services costs, exacerbated by the impact of systemic social issues, have placed a significant burden on its taxpayers. It is imperative that the Province of British Columbia takes immediate action to develop an equitable Police Services funding program that considers the financial capacity, population size, and the impact of systemic social issues on police services for all municipalities and regional districts in the province. By doing so, the province can ensure fairness, sustainability, and effective community safety measures for all communities in British Columbia.

Attachments:

Appendix 'A' | Policing costs for Representative Residential Properties in the Alberni Valley for 2023

Yours truly,
CITY OF PORT ALBERNI



Sharie Minions
Mayor

c: City Council
M. Fox, CAO
D. Monteith, Director of Corporate Services
UBCM Member Municipalities

Appendix ‘A’

Policing costs for Representative Residential Properties in the Alberni Valley for 2023

Area	Property Value	Police Tax rate	Police tax on ARPV
Area B – Beaufort	736,937	0.1096	\$ 80.77
Area D – Sproat Lake	807,187	0.0550	\$ 44.40
Area E – Beaver Creek	687,640	0.1244	\$ 85.54
Area F – Cherry Creek	568,942	0.1216	\$ 69.18
City of Port Alberni	530,609	1.3364	\$ 709.09

- The ACRD uses the Average Residential Property Value, whereas the City use the Average Single-Family Residential property when comparing.
- City Police costs are net of all revenue received from RCMP



2024 AVICC RESOLUTION BACKGOUNDER

MODERNIZE THE MUNICIPAL POLICE COST SHARING FORMULAS

Town of View Royal

- The Province's goal is to increase the number of homes in our communities, but a deterrent is the additional costs that this growth will have on RCMP dues for smaller communities.
- Currently, municipalities with populations from 5,000 to 14,999 pay 70 percent of the cost base described in the policing agreements. The federal government pays the remaining 30 percent.
- Municipalities with populations of 15,000 or more pay 90 percent of the cost base described in the policing agreements. The federal government pays the remaining 10 percent.
- Small communities that exceed populations of 5,000 or 15,000 by just a handful of people, are required to take on a significantly greater amount of police funding. This is a deterrent to grow for those communities nearing these populations.
- These policing costs are in addition to a considerable number of new costs that municipalities will be grappling with as they implement the new Provincial housing legislation and other infrastructure for growing communities.
- Policing costs for small communities is increasingly large for even current populations. Funding requests from the RCMP in recent years have already escalated due to salary increases, new equipment such as body cams, and increased workloads (wellness checks, hospital reliance on policing) etc.
- For many small communities police buildings are, or will shortly, be unable to accommodate more officers, support staff, and secure storage of equipment that comes with servicing larger populations. This construction comes at an astronomical price tag, which is borne by taxpayers.
- The combination of all these costs to taxpayers, which have been downloaded from the Province, will cause many in our communities to struggle financially or move to other places where the cost of living is more reasonable.
- We understand that the current policing contract is still in effect until 2032, but given the Province's extraordinary measures to increase populations in small communities, it warrants an early review and revision.
- Therefore, we request the Solicitor General to negotiate a higher population rate for costs than the current 5,000 and 15,000 rates to reflect the Province's encouragement and urgency for small communities to grow.



BACKGROUND Fail to Appear Charges

REQUEST

The City of Duncan respectfully requests delegates' support for our resolution requesting that the Province of British Columbia exclude Fail to Appear charges from the workload data of municipalities where courthouses are located:

WHEREAS 100% of Fail to Appear charges at provincial courthouses are assigned to the policing statistics of the municipality in which the courthouse is located, having a disproportionate impact on the policing costs assigned to small municipalities with courthouses that serve a much broader area outside their jurisdiction;

AND WHEREAS this inflates the Criminal Code case load for all municipalities with courthouses within their jurisdiction and results in an unfair burden to the taxpayers of those municipalities, especially considering that Fail to Appear cases have no effect on the workload of the local detachment;

THEREFORE BE IT RESOLVED THAT the Province of British Columbia be urged to direct that Fail to Appear charges be excluded from the policing statistics of municipalities with courthouses.

BACKGROUND

The City of Duncan recognizes that the impact of the Fail to Appear charges is felt differently across BC communities. BC local governments with a courthouse in their jurisdiction with populations over 5,000 will likely be aware of the impacts of these calculations on their policing costs.

Duncan is a small urban municipality (population 5,047) that serves a much larger population outside of its jurisdiction. The population surpassed 5,000 in the 2021 census, and is now required to pay 70 percent of RCMP policing costs, with the federal government paying the remaining 30 percent, in accordance with the *Policing Act*. Duncan has negotiated with the province to determine how many police officers will be included in the policing agreement, which the province based on the number of Criminal Code offences within the City's policing statistics as part of ensuring "adequate and effective" levels of policing and law enforcement. The province was very inflexible with this methodology.

Through these negotiations, Duncan learned that Fail to Appear charges, a Criminal Code charge brought against an individual who fails to attend a scheduled court appearance, for the Duncan Courthouse (Provincial Court) are attributed to the City's policing statistics, regardless of where the original offence occurred. However, prior to 2022, Fail to Appear charges were simply added to the originating Criminal Code offence, as only the most serious offence was counted for statistical purposes. Now these Fail to Appear charges are added as a new charge because they were created on a different date.

The inclusion of Fail to Appear charges has inflated the policing statistics and consequently the number of officers required for not only Duncan, but likely for other jurisdictions where courthouses are located; particularly when transitioning past the 5,000 and 15,000 population levels. Furthermore, these charges do not impact police resources because they are simply an additional charge against the individual.

DISCUSSION

In the City of Duncan context, the inclusion of the Fail to Appear charges equates to two additional officers to address these charges. In 2023, the City is allocated 100% of the 325 Fail to Appear charges, whereas only approximately 65 of these cases (20%) originated from within the City of Duncan, versus 260 of these cases (80%) originated from other jurisdictions. These Criminal Code cases originating from other jurisdictions inflated the City's 2023 Criminal Code cases from 1,152 to 1,412; this was an increase of 23%. This inflated number has a significant and corresponding impact on the number of required officers.

Our secondary concern, confirmed by multiple senior RCMP officials, is that Fail to Appear cases have no effect on the workload of the local detachment; they are simply an additional charge against the individual.

If Fail to Appear charges are not excluded from the policing statistics of municipalities with courthouses, they should at least be tracked separately like Criminal Code traffic offences, so that their impacts on local policing can be appropriately considered.

KEY BENEFIT

Our hope is that delegates will recognize the disproportionate impact of including Fail to Appear charges in policing statistics for jurisdictions in which courthouses are located, particularly on small municipalities that serve a much larger population outside of their boundaries. If these charges are eliminated from the policing statistics used to calculate the number of officers, the jurisdiction in which courthouses are located could see dramatic impact on the cost of policing. By supporting this resolution, delegates can ask Province to remove Fail to Appear charges from the policing workload calculations of jurisdictions with courthouses for a fairer distribution of costs.

Contact: Mayor Michelle Staples | Phone: 250-466-9412 | Email: mayorstaples@duncan.ca

Category: Community Safety

Title: Automated Licence Plate Recognition Funding

Introduction:

In 1970, the *Motor Vehicle Act (MVA)* required vehicle licence plate validation decals in British Columbia. The validation decals were issued through the Insurance Corporation of British Columbia (ICBC) and were to be displayed on vehicle license plates. The validation decals were often used by law enforcement officers to verify vehicle licence and insurance validity.

As of May 1, 2022, [validation decals are no longer required on vehicles in B.C.](#). The obsolescence of validation decals in B.C. was presented as a part of broader efforts to modernize ICBC and coincided with the introduction of convenient online renewal services through ICBC's website.

Following the elimination of validation decals, [police agencies in B.C. are raising concerns about an increase in uninsured motorists on the roads](#). While vehicle insurance remains the responsibility of individual motorists, public health care costs stemming from vehicle collisions involving uninsured motorists result in direct financial impacts for innocent, everyday British Columbians. Hence, to reduce potential health care costs and to encourage improved road safety outcomes, it is imperative that police agencies are equipped with the necessary enforcement tools to serve their respective communities.

Background:

On August 14, 2020, [Bill 20 – Motor Vehicle Amendment Act \(No.2\), 2020](#), received Royal Assent. The regulatory amendments in Sections 12 and 51 of the *MVA* provided ICBC with a mechanism to eliminate the necessity for a physical validation decal, through issue of a “prescribed document or prescribed action”.

Upon [initial debate of the amendments](#), enforcement concerns were raised. In response, it was noted that police agencies in B.C. use Automated Licence Plate Recognition (ALPR) technology to support law enforcement officers. [ALPR technology is an effective tool to help law enforcement identify MVA infractions and criminal activity that may otherwise go undetected](#). ALPR technology uses specialized software and infrared colour cameras that are mounted onto police vehicles to rapidly scan license plates against a “hot list” that is updated daily by the Canadian Police Information Centre (CPIC) and ICBC.

As of May 1, 2022, B.C. joined the lead of five other Canadian Provinces and Territories in eliminating validation decal requirements. At that time, [ICBC contributed a one-time \\$1 million](#)

[dollar investment](#) towards modernizing the ALPR program and assisting municipalities and police agencies in purchasing new hardware.

Rationale:

The elimination of validation decals in B.C. has resulted in negative consequences impacting public compliance, law enforcement, and ultimately, road safety. Most significantly, while adequate vehicle insurance remains squarely the responsibility of individual motorists, the health and recovery costs stemming from collisions involving uninsured motorists are ultimately funded with tax dollars through ICBC's [Enhanced Care](#) and [Basic Underinsured Motorist Protection](#) (UMP). Thus, while efforts to advance the modernization ICBC should continue, they should be bolstered by proactive policy aimed at preventing uninsured collisions through further funding commitments towards the ALPR program.

Police agencies across the Province are raising concerns as a growing number of everyday British Columbians face the inconvenience of receiving a \$598 fine for driving without insurance. In January 2024, the [Coquitlam](#) and [Kootenay](#) RCMP detachments both reported striking increases in the number of vehicles they're stopping that don't have valid insurance and were explicit in linking the rise in uninsured vehicles to the elimination of the decal. Similarly, data collected through the Westshore RCMP Police Records Information Management Environment (PRIME) notes a significant increase in uninsured vehicle infractions with a total of 237 violation tickets and warnings issued between May 1st, 2022 – April 30th, 2023, up from 125 occurrences in the year prior.

[ALPR can aid law enforcement officers in their ability to automatically detect uninsured vehicles safely without distraction](#). While ALPR has been permanently in place since 2010, 14 years later, law enforcement vehicles across the Province remain underequipped with ALPR technology. While validation decals previously provided motorists with a friendly reminder of upcoming renewals, they more significantly granted law enforcement officers with a valuable, no cost tool to efficiently check vehicle licence validity. Thus, unless equipped with ALPR hardware, the elimination of validation decals has left law enforcement officers hindered in their ability to provide proactive, effective enforcement in their respective communities.

Safety for all road users is of paramount importance to B.C. residents and communities and it is imperative that the unintended consequences resulting from the elimination of validation decals be addressed without delay. Thus, to reduce potential health care costs and to encourage improved road safety outcomes in communities across B.C., the proposed resolution calls on the Province and ICBC to provide municipalities and police agencies with the required funds to procure Automated Licence Plate Recognition (ALPR) hardware for all law enforcement vehicles in British Columbia.



2024 RESOLUTION SUBMISSION TO UBCM

COMPOSTING TOILET AND GREYWATER PRACTICES RESOLUTION BACKGROUNDER:

British Columbia is facing an acute shortage of affordable housing needed to support the long-term sustainability and resilience of local communities. In addition, it is facing the challenges of water scarcity exacerbated by climate change. Many residents in rural areas, including the Islands Trust Area, are not serviced by community sewage systems. Where not serviced by a community system, property owners are responsible for the disposal of liquid waste on their lot(s). Plumbed septic systems have traditionally been considered the most accepted means of addressing all liquid waste and related residuals. Plumbed septic systems require a lot of water and are, in many areas of B.C., expensive or challenging to build. Increased ease of installation and use of approved alternative sewage disposal systems are needed to help support new housing builds, and retrofits to houses that are currently using disposal means which are not supported under the Sewerage System Regulation.

In 2016, the Sewerage System Regulation recognized composting toilets and greywater systems as a sewerage system option, opening a pathway to build more of these systems. These systems must be built and maintained in accordance with the 2016 Manual of Composting Toilet and Greywater Practice¹, under the supervision of either a Registered Onsite Wastewater Practitioner or qualified professional (e.g., wastewater engineer).

Despite the Manual of Composting Toilet and Greywater Practice's existence and the need for alternative solutions, there have been barriers to the uptake of composting toilets and greywater practices. The first is that the prescriptive requirements for onsite application criteria for residuals within the Manual of Composting Toilet and Greywater Practice are showing to be overly conservative based on scientific knowledge re pathogen decay and phytotoxin control. The second is that some practitioners, including those signing off on the system, may be overly conservative in their interpretation of the Manual of Composting Toilet and Greywater Practice due to concerns over risks of these systems in relation to health safety.

This Resolution proposes that the Ministry of Health deal with these barriers by requesting a review of the seven-year-old Manual of Composting Toilet and Greywater Practice, especially regarding the onsite application of criteria for residuals (both for buried and for surface application), to update it based on current scientific knowledge. This Resolution also requests funding to support demonstration projects and professional development opportunities (e.g., through certification bodies, for practitioners on composting toilets and greywater practices including information regarding actual and perceived risks and interpreting the Regulation and Manual).

¹ <https://www2.gov.bc.ca/assets/gov/environment/waste-management/sewage/provincial-composting-toilet-manual.pdf>



2024 AVICC RESOLUTION BACKGOUNDER

BAN ON RODENT GLUE BOARD TRAPS

Town of View Royal

Glue Traps – Briefing Note

Each year, millions of rodents and other animals suffer from inhumane pest control methods. Although mice and rats can pose health risks, they experience pain and distress like any other animal (Baumans et al., 1994; Kohn et al. 2007; Committee on Recognition and Alleviation of Distress in Laboratory Animals 2008), and they deserve to be treated humanely.

Thanks to the action of local governments and residents, the provincial government recently banned almost all use of the most harmful [second-generation anticoagulant rodenticides](#), which cause slow, painful deaths for rodents and other animals like owls, eagles, cougars, cats and dogs through primary (eating the rodenticide bait) and secondary (eating poisoned rodents) poisoning.

However, other inhumane methods of rodent control are still legal and commonly used across British Columbia. Glue traps cause severe pain and suffering to rodents and other non-target animals who are caught in them (Mason & Littin, 2003).

- Both professionals and members of the public typically leave glue traps unattended and do not check them regularly.
- Glue traps are designed to capture animals, not kill them. Most members of the public do not know how and are not prepared to humanely kill animals caught in glue traps.
- Captured animals suffer physical injuries, including breaking bones or chewing off limbs, while struggling to free themselves from glue traps.
- Captured animals may live for more than 24 hours before dying from suffocation, dehydration, starvation, exhaustion or exposure (Frantz & Padula, 1983; Timms 1194a, 1994b).
- Glue traps also capture and cause suffering and inhumane death to non-target animals like birds, bats, small mammals, reptiles, amphibians and household pets. It is difficult to free non-target animals even with the expert help of veterinarians and wildlife rehabilitators.

The Canadian Veterinary Medical Association (CVMA) states that glue traps do not meet scientific criteria for humaneness, as they can cause high levels of pain and distress, require a prolonged time to be effective, and result in significant negative health effects in non-target animals (CVMA 2022). The American Veterinary Medical Association (AVMA) advises that glue traps are not an acceptable means of killing vertebrate animals (AVMA 2020).

The British Columbia Society for the Prevention of Cruelty to Animals (BC SPCA) believes that methods of rodent and wildlife management that prolong suffering or cause excessive discomfort are unacceptable, as are those that endanger non-target wildlife (BC SPCA 2020). The BC SPCA does not use glue traps in any of its' 40+ locations, and the District of North Vancouver's [Pest Management Policy](#) prohibits the use of glue traps on District-owned property. Internationally, glue traps have been banned in Norway, the Netherlands, Germany, England, Iceland, Ireland, New Zealand, Wales and parts of Australia and India.

The most effective and humane way to control mice and rats is to prevent access before it occurs by [rodent-proofing](#) homes, offices and cars to make them less attractive to rodents. Using glue traps without addressing the root causes of a rodent infestation will only result in an endless cycle of trapping, suffering and inhumane death. If rodents have already become established, the BC SPCA's [AnimalKind](#) program recommends using humane, evidence-based control and exclusion methods, and provides key questions to ask pest control companies to determine if they use humane practices. AnimalKind also provides resources to help municipalities develop wildlife-friendly and humane [municipal pest control strategies](#).

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February 7, 2024

File No.: 0570-05

AVICC Resolution – Amendments to the Land Title Act Backgrounder

BACKGROUND

- June 28, 2023 Council passed a resolution to write a letter to Steven Guilbeault, Minister of Environment and Climate Change to request the Province exercise its authority and override development agreement covenants that restrict or prohibit renewable energy systems in all zones.
- June 28, 2023 Council passed a resolution directing staff to draft a resolution and backgrounder in support of the elimination of development agreement covenants that restrict or prohibit renewable energy systems in all zones for Council's consideration for submission to the 2024 AVICC and UBCM Conventions.
- July 12, 2023 Council sent a letter to the Ministry of Environment and Climate Change Strategy who forwarded this letter to Minister Osborne (Minister of Energy, Mines and Low Carbon Innovation) who responded to this letter encouraging Council to reach out to the Attorney General to discuss an assessment of a legislative response to the issue.
- City of Courtenay Council has passed the above noted resolution on January 24, 2024 for submission to the AVICC for consideration.
- Section 220 to 222 of the Land Title Act are applicable legislation that impact building schemes:
 - Section 220 which permits the establishment of a building scheme that may impose restrictions consistent with a general scheme of development.
 - Section 221 provides for the form of a building scheme in the nature of a restrictive covenant.
 - Section 222 of the *Land Title Act* operates to render void and of no effect a covenant that, directly or indirectly, restricts the sale, ownership, occupation or use of land on account of the sex, race, creed, colour, nationality, ancestry or place of origin of a person.
- The *Land Title Act* already prohibits the use of covenants in a way that would be contrary to public policy.
- It would be consistent with the Province's commitment to greenhouse gas reduction to amend the *Land Title Act* to similarly prevent the use of building schemes in a way that is contrary to public policy.
- Building schemes are currently being used to impede property owners from using of renewable energy systems that reduce greenhouse gas emissions.
- By making changes to the *Land Title Act*, Section 35 of the *Property Law Act* as it is currently worded permits the modification of invalid or unenforceable parts of a building scheme.

- The Building Scheme covenants are not monitored by a municipality and are monitored by the developer. The changes to the Land Title Act section 222 would provide the legislation to address language in building schemes that prohibits to renewable energy systems in building schemes that create barriers to the generation of renewable energy and the reduction of greenhouse gas emissions.



SUNSHINE COAST REGIONAL DISTRICT

AVICC BACKGROUNDER FOR PORTS PRIORITIZATION AND MAINTENANCE

R20

R21

I. BACKGROUND:

At the Sunshine Coast Regional District Regular Board meeting of January 25, 2024, the following resolution was adopted:

019/24

Recommendation No. 8 *Association of Vancouver Island and Coastal Communities (AVICC) Resolutions*

THAT the report titled Association of Vancouver Island and Coastal Communities (AVICC) Resolutions be received for information;

AND THAT the draft AVICC resolutions...Ports Prioritization and Maintenance, be adopted as amended as follows:

WHEREAS public wharves and docks are critical transportation links for people, supplies, and emergency services in coastal communities, and there is a lack of coordinated provincial and federal priority setting and funding to support and maintain critical connectivity along BC's 25,000 kilometres of coastline;

AND WHEREAS the federal government divested government wharves, and the responsibility for maintenance and management of public ports has fallen entirely on local taxpayers and nonprofit groups, and the provincial government does not have a ministry responsible for dealing with for the complex issues involving public ports, especially in unincorporated areas;

AND WHEREAS the Ministry of Transportation and Infrastructure is responsible for maintaining the roads leading to public ports and continues to approve subdivision applications for water-only access residential developments; and evolving transportation technology and climate change requires a complete reconsideration of the design of small ports to meet future needs:

THEREFORE BE IT RESOLVED that the province, and the federal government, review BC's marine network as a whole and identify ports that are vulnerable to long-term funding concerns as well as extreme weather events for more sustained public support to maintain critical connectivity along BC's 25,000 kilometers of coastline to meet the long term economic, social, and emergency needs of coastal residents.

AND BE IT FURTHER RESOLVED that the province funds the creation of engineering best practices for building ports to meet future transportation needs and climate resilience and provide financial support for the primary access ports.

II. Discussion:

In BC's coastal communities there is a growing concern about the increasing costs related to maintaining public ports that serve as critical transportation links. These important community assets are aging and require modernization that also addresses climate resiliency and environmental stewardship.

The SCRD is advocating for UBCM to work with the appropriate provincial and federal ministries to mandate planning, the development of engineering best practices, and the creation of funding options that would contribute towards the sustainability of BC's marine network, specifically public ports.

TOPIC:

Derelict vehicles on Haida Gwaii & Remote Coastal Communities

RESOLUTION:

WHEREAS remote coastal communities in B.C. are struggling with the accumulation of numerous derelict vehicles;

AND WHEREAS disposal facilities in coastal communities have limited capacity and a lack of infrastructure to internally manage derelict vehicles or ship to end-markets;

THEREFORE IT BE RESOLVED THAT the AVICC and UBCM advocate to the province of B.C. for grant funding to be made available for remote coastal communities to undertake cleanup of derelict vehicles.

BACKGROUNDER:

Introduction

Remote coastal communities are grappling with an overwhelming and growing amount of derelict vehicles in our communities, with limited feasible options for disposal. Private salvage yards are overflowing and, given the low price of scrap metals, are not moving hulks. Residents are disposing vehicles in the surrounding wilderness, forestry back roads and, in some cases, along main highway corridors.

Past Experiences

The North Coast Regional District has historically enticed private salvagers to remove materials, including derelict vehicles, from remote coastal communities along with more valuable scrap metal collected. In recent years, it is no longer economical for private salvagers to remove materials from remote coastal communities and they are requesting significantly higher prices.

Local government solid waste facilities are often unable to accept these materials relating to derelict vehicles at its landfills due to space constraints within the existing landfill footprint and the lack of the needed equipment, such as crushers, to process these materials. In many of our small communities, the needed infrastructure to begin dealing with these materials is cost prohibitive for our taxpayers.

Conclusion

This issue will require innovative solutions and collaboration across neighbouring coastal communities. One option may be to coordinate barge services across communities or implement new deposit fees for vehicle owners bringing vehicles into our communities. The NCRD has begun building reserve funds to prepare for the periodic disposal of derelict vehicles from the community, however, there is an immediate need to fund the removal of these derelict vehicles through private salvage and barge services. We urge the B.C. government to make grant funding available for remote coastal communities to undertake cleanup efforts of derelict vehicles.

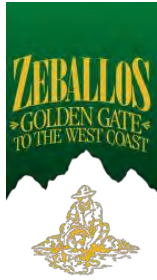
Re. Resolution #24-0025**Halt Reductions to the AAC**

Campbell River is home to 115 logging companies and 33 forestry service companies. Forestry is part of the industrial bedrock of our community and our history and continues to play a major role in our economy. Over the decades, a highly skilled local workforce has been created supporting families and local businesses, all of which depend upon access to forest resources to survive.

It is estimated that more than 6% of jobs in Campbell River are connected to the forestry sector. Forestry workers in Campbell River have built an established infrastructure system that boasts a strong network of industry leaders. Local educational opportunities in forestry are available at both secondary and postsecondary institutions, and more opportunities for sustainable growth, including value-added processing and manufacturing are continually being explored.

While true for Campbell River, the forest industry has been a cornerstone of the BC economy for more than 100 years. Economic benefits continue to drive local and regional economies in every corner of BC.

There are significant challenges faced by the forestry sector in British Columbia. These include a shortage in fiber supply, a global decline in prices for wood products, and other uncertainties. As the Province and communities seek value added opportunities it is imperative that predictable and sustainable access to fibre be prioritized.



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Provincial Employee Support

WHEREAS the Province of British Columbia implements changes to legislation in anticipation of providing benefit to *all* British Columbians;

AND WHEREAS not all rural, remote communities are provided with capacity to fulfil new legislative requirements;

THEREFORE BE IT RESOLVED that AVICC & UBCM request that the Province provide subject specific provincial employees on a regional level to support local governments with the increased legislative changes.

Zeballos Council Resolution: **021/2024**

Background:

Many of the Provincial legislative changes have distinct deadlines to be met by local governments. Local governments are struggling to meet public demands for increased services in the face of a labour market shortage, let alone advertise for, interview, negotiate a contract and oversee the new positions that will be required by some local governments to meet the new legislation. As the Province are the subject matter experts, and are mandating the changes, having them provide support for these changes by placing Provincial employees in key regional positions would relieve some of the burden created by legislation.

1410-04
Report -
Council

RECOMMENDATION TO THE ASSOCIATION OF VANCOUVER ISLAND AND COASTAL COMMUNITIES (AVICC) – WELLBEING OF FUTURE GENERATIONS ACT

Report of Councillor de Vries dated November 1, 2023 that Council endorse a resolution for the AVICC Annual General Meeting and Conference to lobby the Provincial Government to develop a Wellbeing of Future Generations Act that requires public bodies to think about the long-term impact of their decisions, to work better with people, communities and each other, and to prevent persistent problems such as poverty, health inequalities and climate change.

MOVED by Councillor de Vries and Seconded by Councillor Plant: “That Council endorse the following resolution for consideration at the 2024 convention of the Association of Vancouver Island and Coastal Communities:

WHEREAS there currently is no provincial legislation to address the need for strategic foresight by requiring public bodies to plan and take action in pursuit of economic, social, environmental and cultural wellbeing in their areas and for interconnected objectives; and

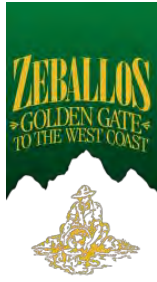
WHEREAS short-term thinking, fragmented decision-making, siloed approaches, and a lack of emphasis on the long-term consequences of these decisions have led to the persistence of social, environmental, and economic issues and inequities;

THEREFORE BE IT RESOLVED that the Association of Vancouver Island and Coastal Communities (AVICC) request that the Union of British Columbia Municipalities (UBCM) lobby the Provincial Government to develop a “Wellbeing of Future Generations Act” that requires public bodies to think about the long-term impact of their decisions, to work better with people, communities and each other, and to prevent persistent problems such as poverty, health inequalities and climate change.”

Council discussion ensued with the following comments:

- This item has been considered by the UBCM previously but was defeated by a close margin.
- A more thorough dialogue could take place at AVICC with the hope that it would be supported at the UBCM.
- Language used to introduce the resolution should recognize that most public bodies already make decisions based on future wellbeing.

The Motion was then Put and CARRIED



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UBCM First Nation Membership

WHEREAS First Nation representation within the Union of BC Municipalities membership are underrepresented.

AND WHEREAS the Province of BC has adopted the Declaration on the Rights of Indigenous Peoples Act.

THEREFORE BE IT RESOLVED that UBCM provide an outreach program to British Columbia's First Nations on becoming full UBCM members.

Zeballos Council Resolution: **022/2024**

Background:

Local government, in making informed decisions about the services and advancements within their communities require and encourage collaboration efforts with our neighbouring First Nations. Their voice leads to how we represent ourselves during the UBCM Annual Conference and other ministerial objectives. Inclusion in the UBCM is a positive step towards reconciliation with Indigenous communities. It demonstrates a commitment to building respectful and cooperative relationships between local governments and First Nations, fostering understanding and trust. Guidelines for becoming a member of the Union of BC Municipalities is not stringent, yet there is a massive underrepresentation of First Nations as members of this powerful municipal tool.

DISTRICT OF TOFINO

Backgrounder

07/02/2024

AVICC RESOLUTION

First Responder Calls – Tofino Volunteer Fire Department

Volunteer fire departments play a crucial role in ensuring public safety, often being the first to respond to a wide range of emergencies. The impact of first responder calls on volunteer organizations is significant. Responding to emergencies requires a substantial commitment of time, resources, and personnel from volunteers who may have other full-time responsibilities such as jobs, businesses and families.

BCEHS has agreements with many fire departments throughout the province to provide first responder service. These agreements are voluntary, however in a small community with limited ambulance resources, not responding to these calls would significantly and negatively impact the quality and timeliness of emergency medical response. Fire departments currently receive no remuneration or compensation for the cost of supplies, training or call outs.

The unpredictable nature of emergencies further compounds the challenges faced by volunteers, as they must be prepared to respond at any hour of the day. Attending traumatic incidents can take a significant emotional toll on volunteer firefighters. Witnessing distressing scenes, dealing with injured or distressed individuals, and the potential for loss of life can lead to stress, anxiety, and post-traumatic stress disorder (PTSD) among responders. The strain on personal and professional lives can be substantial, affecting the overall well-being of volunteers and in many cases leading to burnout, lower response rate to calls, and decreased volunteer retention.

Additionally, the financial burden of maintaining operational readiness, including the upkeep of equipment and training programs, falls to local governments. While fire departments in all communities face challenges as municipal cost pressures are required to be balanced with the increasing demand for public services. These problems are especially acute in smaller communities, like Tofino, that depend on volunteers.

The District of Tofino, through the Tofino Volunteer Fire Department, and under agreement with BC Emergency Health Services (BCEHS), has both employees and volunteer members who are licensed as Emergency Medical Assistants under the provisions of the *Emergency Medical Assistants Regulation BC Reg 562/2004*.

The Tofino Volunteer Fire Department began responding to BCEHS first responder calls in 2014, after the District entered into a Consent and Indemnity Agreement with BCEHS to support the BC Ambulance Service at the scene of medical emergencies.

To support this, all members of the department are required to achieve and maintain required first responder certifications to enable the Department to provide this service. Members train and recertify every three years. Training requirements continue to evolve and increase in response to evolving response needs such as naloxone training.

Since beginning to respond to medical emergencies in 2014, the department has experienced an increasing number of first responder calls, disproportionate to the number of fire related calls. In 2023 the Tofino Volunteer Fire Department responded to 317 calls from North Island 911. 91 of these were fire related incidents while 226 of these were first responder calls.

Overall, Tofino Volunteer Fire Department receives a high number of first responder calls, with 71% of 2023 calls being first responder calls, rather than fire related calls. As a local government, the District of Tofino is facing increasing financial pressures to meet this demand for resources, while the strain on the department's volunteer members is a growing concern.

Despite these challenges, volunteer fire departments continue to play an indispensable role in safeguarding communities, highlighting the need for increased provincial support to enable continued and high-quality response to BCEHS calls.

Provincial Cost Recovery for Emergency Medical Services Provided by Fire Departments

British Columbia's fire rescue services, whether career, composite, or volunteer-based, play a critical role in the province's emergency medical response for pre-hospital care. These departments, authorised under the Emergency Medical Assistant (EMA) first responder program, are increasingly faced with demands to respond to medical emergencies. However, funding for BCEHS, which is paramount in supporting these responses, has been identified as inadequate.

Increased Demands on Fire Rescue Services: Fire rescue services across BC have experienced a significant rise in calls for emergency medical response. This increase is attributed to a variety of factors, including population growth, ageing demographics, and the rising complexity of medical emergencies, such as those related to the opioid crisis. The need for rapid, effective medical response has never been more critical, yet the resources available have not kept pace with demand.¹

Inadequate Funding for BCEHS: The BC Emergency Health Services system is responsible for providing emergency pre-hospital medical care and transportation across the province. Despite the growing demands on its services, funding has not been sufficiently increased to match these needs. This financial shortfall affects not only the capacity of BCEHS to deliver services but also impacts the support available to fire rescue services operating under the EMA first responder program.²

Inconsistent Provincial Approach: The provision of emergency medical assistance by fire departments is currently organised on a community-by-community basis. This lack of a unified provincial framework leads to inconsistencies in response times, available resources, and the level of care provided in different areas of BC. Even in urban areas, BCEHS is not meeting benchmark response times; in rural areas it's even more challenging. Such disparities can have significant implications for patient outcomes, particularly in rural and remote communities.³ The Ministry of Health responded to UBCM resolutions in 2022 by the Village of Chase, the Township of Spallumcheen, and the City of Cranbrook, which called on the province to provide funding to first responders, by saying that each municipality/responder agency can determine its level of call response to manage costs.⁴ The suggestion that local governments and fire departments can choose not to respond to emergencies in their area, with the resulting significant risk of adverse outcomes for residents and visitors in the area, does not address the underlying issue.

Footnotes:

1. "Challenges Facing BC's Emergency Health Services," BC Health Review, 2022.
2. "Funding Crisis in Emergency Health Services," BC Medical Journal, 2023.
3. "The Need for a Unified Emergency Response in BC," Canadian Emergency Management Review, 2023.
4. UBCM Resolutions: 2022 Provincial Responses Addendum. June 2023.
<https://www.ubcm.ca/convention-resolutions/resolutions/resolutions-responses/2022-provincial-responses-addendum>



Date: January 9, 2024

File No: 0390-20-AVICC

RESOLUTION for Consideration by Delegates at the AVICC 2024 AGM & Convention Pre-Hospital Care | Demands on Local Governments

In alignment with Council's *2023-2027 Corporate Strategic Plan* and the goals of "fostering a complete community that is safe, healthy and inclusive" and ensuring the "provision and maintenance of quality services" Council for the City of Port Alberni is submitting the attached resolution for consideration.

The provision of pre-hospital care is a critical aspect of health care in British Columbia. Fire Departments, funded by local governments, have traditionally played a significant role in delivering pre-hospital care. However, the increasing workload related to pre-hospital care, particularly in the area of medical first response, has put significant pressure on local governments. This pressure arises from the need to allocate additional resources for training, fuel, vehicle maintenance, consumables, and staffing. As pre-hospital care falls under the jurisdiction of the provincial government, it is crucial to address the challenges faced by Fire Departments and ensure the provision of adequate resources and support.

1. **Increasing Workload:** Fire Departments are experiencing a sharp increase in their workload related to pre-hospital care. The demand for medical first responder services has risen significantly, leading to an increased number of emergency calls. This surge in call volume has stretched the resources of Fire Departments, making it difficult for them to meet the growing demands effectively.
2. **Financial Burden on Local Governments:** The increased workload in pre-hospital care has resulted in additional operating costs for local governments. These costs include training programs for firefighters, fuel expenses for emergency vehicles, maintenance of vehicles and equipment, consumables such as medical supplies, and the need for additional staffing. The financial burden on local governments is becoming unsustainable, as they struggle to allocate sufficient funds to support the growing demands of pre-hospital care.
3. **Provincial Responsibility:** Pre-hospital care is a crucial aspect of healthcare and falls under the jurisdiction of the provincial government. As such, it is the responsibility of the provincial government to ensure the provision of adequate resources and support for pre-hospital care services. By doing so, the provincial government can ensure the effective and efficient delivery of emergency medical services to the public.

In light of the challenges faced by Fire Departments and the financial burden on local governments, it is imperative to urgently appeal to the provincial government for action as follows:

1. **Autonomy of Pre-Hospital Care:** The provincial government should take immediate steps to adequately staff and operate pre-hospital care services autonomously. By assuming full responsibility for pre-hospital care, the provincial government can alleviate the burden on local governments and ensure the provision of efficient and effective emergency medical services.

2. Funding for Fire Department First Responder Programs: Alternatively, if the provincial government is unable to operate pre-hospital care autonomously, it should provide adequate funding to local governments to cover the cost of Fire Department First Responder programs. This funding would help alleviate the financial strain on local governments and ensure the continued provision of essential pre-hospital care services.

The increasing workload in pre-hospital care and the financial burden on local governments necessitate urgent action from the provincial government. The proposed resolution requests that AVICC and UBCM appeal to the provincial government to either assume full responsibility for pre-hospital care or provide immediate and adequate funding to support Fire Department First Responder programs. By addressing these concerns, the provincial government can ensure the provision of high-quality emergency medical services and relieve the strain on local governments.

Attachments:

Appendix 'A' | Port Alberni Fire Call Volume Categories Graph

Appendix 'B' | Fire Responder Call Volume Table

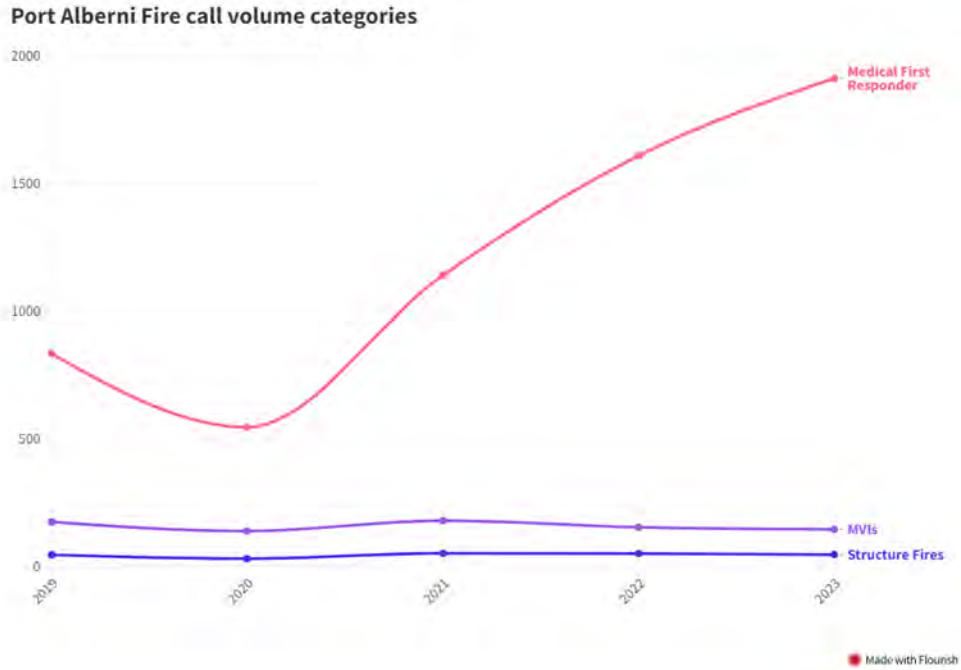
Yours truly,
CITY OF PORT ALBERNI



Sharie Minions
Mayor

c: City Council
M. Fox, CAO
D. Monteith, Director of Corporate Services
UBCM Member Municipalities

Appendix 'A'



Appendix 'B'

	First Responder	Total PAFD Calls	% Calls
2005	456	1140	40
2006	576	1307	44
2007	534	1140	47
2008	548	1193	46
2009	535	1162	46
2010	574	1197	48
2011	596	1186	50
2012	560	1162	48
2013	544	1137	48
2014	631	1272	50
2015	563	1186	47
2016	671	1325	51
2017	786	1492	53
2018	872	1605	54
2019	832	1572	53
2020	544*	1281*	42
2021	1141	1989	57
2022	1609	2459	65
2023	1912	2823	68

Title: Mental Health Liaison Officers

Sponsor: City of Nanaimo

WHEREAS RCMP members continue to respond to a significant number of calls for service for individuals dealing with mental health challenges and Mental Health Liaison Officers have proven to be an effective resource for assisting vulnerable citizens requiring support;

AND WHEREAS local governments are not provided funding to pay for healthcare and social services and there has been no increase in the Provincial funding model to support these officers responding to chronic/crisis mental health calls:

THEREFORE BE IT RESOLVED that UBCM advocate for the Province to fund RCMP Mental Health Liaison Officers within local detachments.

Background Information

The number of mental health calls for service that RCMP members have been called to respond to has risen dramatically in the past five years. This increase in mental health calls has reduced the capacity and resources for members to respond to other policing matters. Mental Health Liaison Officers (MHLOs) are a specialized RCMP position that work with community partners and agencies to assist vulnerable citizens who have contact with police or require an emergency response and need mental health support. MHLOs improve information-sharing between front line responders working in the health and justice sectors, provide timely access to clinical care for people in a state of continuous psychosis who have no stable access to medical care, reduce the criminalization of people with mental illnesses, and reduce the long wait time police experience in emergency wards. MHLOs have proven to be an effective resource in providing the specialized support these individuals need while dealing with mental health challenges.

Under the BC *Police Act*, municipalities with a population of over 5,000 are responsible for providing, and paying for, the necessary expenses of policing and law enforcement within their municipal boundaries. Municipalities between 5,000 and 14,999 in population pay 70% of the RCMP cost-base, while municipalities with 15,000 in population and over pay 90% of the cost-base. Municipalities are also responsible for 100% of certain costs, such as detachment buildings and cells, support staff and furniture.

The Provincial government is responsible for health care and social services. There is no funding provided to municipalities to perform these duties. As such, funding for the valuable role of MHLOs should not be borne by municipalities. An evaluation of all existing and new MHLO programs should be conducted and properly funded by the Province to allocate the necessary resources to support the MHLOs in responding to a health and social service issue.

Title: Investment in Complex Care Beds

Sponsor: City of Nanaimo

WHEREAS in 2022, the BC Emergency Health Services reported a 75% total increase in annual overdose/poisoning events since the toxic drug crisis was declared a public health emergency in 2016 and the BC Provincial Overdose Cohort reports that brain injury is 15 times more likely among people who had experienced drug poisoning than those who had not;

AND WHEREAS the number of supports available for individuals requiring complex care due to health challenges related to substance use disorder has proven grossly inadequate for the ever-increasing demand in communities all across British Columbia;

THEREFORE BE IT RESOLVED that UBCM lobby the Province to increase investment in complex care beds to address the growing demand from those who have suffered serious health impacts from substance use disorder.

Background Information

There is an acute need for more complex care beds in BC to support the increasing number of people at risk of or experiencing homelessness who have complex health, mental health and/or substance use issues. The current lack of funding for this type of support has contributed to a health care and safety crisis in communities across British Columbia.

In the absence of adequate investment to meet the growing demand of individuals requiring complex care, our communities suffer. The B.C. Coroners Service recorded 2,511 suspected illicit drug deaths in 2023. They also estimated that 225,000 people in B.C. use unregulated drugs with approximately 100,000 of those individuals reported to have an opioid disorder, increasing the number of people with more complex health needs including permanent brain injury. The extent of this crisis is reflected not only in unprecedented levels of death, but also a steep increase in the numbers of individuals at risk of or experiencing homelessness.

Having long-term, stable housing that provides health, mental health, substance use and recovery supports is key to supporting individuals with complex health needs living in homelessness and addressing the impacts of the homelessness crisis on communities. The current level of investment for complex care beds does not reflect the growing crisis and critical need for these types of supports.

A number of resolutions have been endorsed by UBCM membership over the years calling on the provincial government to provide increased resources and facilities for mental health and addictions services, but the level of investment in complex care beds is not enough.

Respectfully, we ask that the Province increase investment for these facilities to a level that adequately reflects the crisis-level of need. This would serve to benefit not only those individuals

requiring greater supports due to health impacts from untreated mental illness, substance use disorder and homelessness, but also communities all across the province who are suffering from a lack of stable housing that provides health and social services to assist these individuals in need.

Report

To: Mayor and Council
From: Councillor Karen Harper
Date: January 23, 2024
Subject: Seniors' Supported Assisted Living Units

RECOMMENDATION:

That Council endorse the following resolution for consideration at the 2024 convention of the Association of Vancouver Island and Coastal Communities:

WHEREAS Statistics Canada reports confirm that both the number and percentage of seniors will grow significantly during the next two decades, both in numbers and overall proportion of the population; and

WHEREAS as most serious illnesses requiring either assisted living options and/or hospital care occur later in life: and

WHEREAS there is a significant shortage of supportive assisted living spaces for seniors, affecting both hospital availability/accessibility and housing options for vulnerable seniors;

THEREFORE BE IT RESOLVED that the Association of Vancouver Island and Coastal Communities requests that the Union of BC Municipalities lobby the Provincial Government to increase the number of supportive assistive living units across BC in a manner aligned with the demographic data to ensure that all seniors can be housed in dignity as they age and to reduce the pressures of the hospital system by so doing.

BACKGROUND:

In 2023, the BC Senior's Advocate completed a comprehensive review of the province's assisted living services entitled "It's Time To Act: A review of assisted living in BC."

Included in the findings are:


- The rate of assisted living units per 1,000 population (75+) has decreased by 15% in the last five years;
- Despite a 52% funding increase for publicly assisted housing over the last five years, there has been no increase in either the number of units available or service levels;
- The proportional waitlist for publicly subsidized assisted living is 50% higher than that of long-term care even though assisted living costs the health care system half as much as long-term care and is a fraction of the cost of acute care;

- The current cost of publicly assisted living units at 70% of a senior's annual income is proving increasingly difficult for low-income seniors, given the additional costs that residents pay;
- There is no recognized protection related to cost increases in private pay assisted living.
- Currently, there are no regulatory requirements for staffing levels or staff qualifications and no requirements for annual inspections in assisted living in BC.

There are several recommendations related to the above findings. This report focuses on the first one - to significantly increase the capacity of the publicly assisted living program with more units and expanded services. This is the most urgent issue, as there is an insufficient and declining supply of publicly assisted living units for seniors, which will significantly worsen due to the increasing number and proportion of seniors over the coming decades. This shortage of appropriate supportive housing for vulnerable seniors affects not only seniors but their families and the medical and hospital systems and is creating a perfect damaging storm. The supportive housing issue was predictable based on demographic data, has been ignored for decades, and is now reaching, if not surpassing, the crisis level.

To quote the senior's advocate: "Assisted living is an important option for seniors who want to remain independent but find managing a home difficult or want to live in a more social setting where they don't have to prepare meals or do a lot of housework, and they know that help, when needed, is nearby. However, we must act now to ensure assisted living units are available, safe and affordable for single seniors and couples who feel it is time to transition to a residential setting where they have more support." This understates the urgency, as many seniors stay at home as long as possible, perhaps due to the limited options, and then due to falls or other health issues, are forced into trying to find such housing options, which are difficult to access and have very long waitlists thus as stated previously, putting pressure on not only families but the health system. Doing the right thing by significantly increasing the public assisted living program's capacity is truly good for those directly impacted and for society as a whole. It is time to act now.

For those interested, the report is found at <https://www.seniorsadvocatebc.ca/reports/>

Prepared by: 

Karen Harper
Councillor

Background for Proposed AVICC Resolution:

Implementing *Accessibility BC Act* Recommendations

The *Accessible BC Act* passed June 17, 2021, required municipalities to establish an accessibility committee and create an accessibility plan to identify, remove and prevent barriers to individuals in or interacting with the organization.

The City of Parksville appointed its committee in March 2023 and adopted the City's Accessibility Plan on November 6, 2023. The City's Plan includes 34 recommendations in categories including employment, service delivery, built environment, and information and communications. The City has allocated the remaining funding from 2023 toward implementation of the recommendations.

Financial considerations may affect the ability of the City to implement all recommendations, particularly in regard to built environment. For example, providing beach/ocean access in the Parksville Community Park may represent costs including purchase, installation and long-term maintenance of specialized equipment, infrastructure or devices.

The City recognizes that many other local governments may face these financial challenges, thus hampering the implementation of accessibility measures across BC. For this reason, the Province should be encouraged to establish an annual "accessibility fund" to which local governments can apply to fund implementation of these vital accessibility measures.

Backgrounder:

In 2020, Gold River received a Union of BC Municipalities (UBCM) Age-Friendly Communities grant to develop a local Age-Friendly Plan. Gold River has a small population base of 1,212 people and a median age of 53.4 years, which is over 10 years older than the median age of British Columbia (Census, 2016). As with many other rural communities in BC, we have an increasingly aging population compared to urban areas. Age-friendly plans typically focus on recommendations to improve the ability for seniors to age-in-place. As rural centers in BC are noticing trends towards higher-than-average older populations, special focus and additional resources must be utilized to support seniors to age-in-place and shift away from the predominant older single detached homes, for something more supportive, and inclusive to promote and support independent senior living as long as possible.

Like other rural BC communities, Gold River continues to be a community valued by people of all ages, including families and seniors. However, with the economic changes brought on by the 1996 closure of the mill, an aging demographic, and changing demands in housing and labour, Gold River will need to change and evolve to meet its residents' needs. This is a common problem within many rural centres who have had to shift economies, and meet changing housing challenges, that were also impacted by Covid. It is important to plan for seniors in these rural centres to be able to age in their community and for its youngest members to play, learn, and grow safely. Doing so will help build the resilience of the community and enable all members to live safe and fulfilling lives.

Similar to the trend in many rural BC towns, Gold River has a relatively high seniors' population, with about 47% of the population being older than 55 years of age. The median age is 53.4 years, which is 10 years older than the BC average. This population tends to be a combination of long-term residents and newer residents who have retired to Gold River for the affordable cost of living, the small community, and the access to outdoor recreation and natural environment. Gold River has the benefits of affordable housing and quality general health care services. Seniors also generally feel that Gold River is a respectful/inclusive place for people of all ages. There may be a few housing options for downsizing or adaptable/accessible units but not enough for everyone who needs them."¹

This was taken from the UBCM funded 2021 Gold River Age Friendly Plan. Since these recommendations, different affordable senior's housing projects have been identified by the Village of Gold River, but not pursued due to lack of funding, exacerbated by higher costs to build due to our rural location. As in other rural BC towns, building costs are higher than in urban areas, and we have limited trades and services, higher material and transportation costs.

Our community has identified the urgent need for senior's housing, with affordable units seniors can downsize to while remaining in their community and not having to relocate to senior's homes in nearby cities, pushing them away from their social networks and increasing the

¹ https://goldriver.ca/wp-content/uploads/2022/06/Gold-River_Age-Friendly-Plan_May_2021-FINAL_no_appendix.pdf

burden of cost on Vancouver Island Health Authority, or subsidized affordable housing options. Old age is something we will all face at some point, and as local government we would like to do everything in our power to make these years the most enjoyable, and least stressful possible for our valued seniors. To alleviate the stress and maintenance of owning a large standalone home, and also the stress of relocating to a new location, building some form of affordable, easy to maintain, senior's housing is extremely important to our higher-than-average percentage of seniors. Gold River is a relatively compact town and all services are within walking distance, it is also naturally beautiful and peaceful, making it conducive and gentle for seniors to live in. Rural areas that are supportive for senior living should be priorities for funding for affordable seniors homes to maintain and ensure senior quality of life.

The Province of British Columbia has instituted "Homes for BC, a 30-Point Plan for Housing Affordability in British Columbia" in order to address some of these challenges. However, the plan largely caters to high-density urban areas that have good access to the resources and support services needed to access BC Housing funding mechanisms, and where they can fund larger projects and get more "bang for their buck". It is imperative that the Province also provide capacity building support to rural communities in British Columbia, such as Gold River, to address their unique housing affordability challenges.

The acute housing shortage in BC has led to a dramatic deficit of affordable housing in rural areas, and unfortunately the availability of affordable senior's housing has been compromised. Local rural governments need additional support for housing projects, as they don't have the same depth of resources and personnel to cover additional zoning, water, permits and inspections necessary for this kind of development. We urge the provincial government to offer additional funding to rural communities to respond to our urgent and rapidly increasing need to build and implement affordable seniors housing so they can age in place with dignity, for the long-term sustainability and resiliency of the communities in which they live.

AVICC EXTREME WEATHER RESPONSE SHELTER SYSTEM

WHEREAS the Extreme Weather Response (EWR) shelter system was developed more than a decade ago to support community organizations in providing life-saving warm, safe places for unhoused community members to sleep in cold and wet weather, the EWR model does not provide any funding for facility rental costs, security, equipment or resource purchases, nor does it provide any funds for these community organizations to plan for, develop, and deliver EWR shelters in their communities;

AND WHEREAS since the EWR program was developed the number of community members experiencing homelessness has grown substantially, and the needs of those community members have, often due to addiction and mental health challenges, become increasingly complex, community organizations in many communities have been unable to provide life-saving EWR shelters with the limited resources available;

THEREFORE BE IT RESOLVED THAT Association of Vancouver Island Coastal Communities and Union of BC Municipalities petition the Province of British Columbia to recognize that the EWR program is insufficient to address current social challenges and community capacity to meet those challenges; and that a Provincially driven solution be determined in collaboration with community leaders to ensure that;

- service delivery by existing provincial agencies that are tasked with providing social service supports, including shelter spaces and wrap-around services, is strengthened and
- adequate funds are available to rent facilities, provide security and necessary equipment such that the community organizations that are tasked to deliver this program are appropriately resourced.

Background

- Since October 2023, Comox Valley local and provincial government representatives, K'ómoks First Nation, Comox Valley Coalition to End Homelessness, local non-profit and public organizations and community members, have been working together to find a suitable location for an Extreme Weather Response (EWR) Shelter for at least 100 unhoused community members.
- Available locations, both publicly and privately owned, have been explored and assessed based on considerations such as the number of people the site can support to sleep, existing use, ease and safety of access, security, proximity to services such as washrooms, and potential impacts on the surrounding neighborhoods. Despite best efforts, including calls to action through public communications and media coverage, no suitable location is available in the community for an EWR Shelter for this winter.
- Barriers to securing an appropriate location in the Comox Valley have been cost of leasing a space, cost and time to mobilize and service temporary structures such as mobile trailers, meeting fire code requirement for sleeping, limitations of organizations that have historically provided space (such as faith-based organizations) who are already at capacity or are concerned about security and safety, lack of mental health supports, compassion fatigue and stigma in the community.
- Comox Valley has warming centres coordinated by emergency management services during extreme cold. However, the local and provincial jurisdiction of the warming centre activation, mandate and resource allocation is different than an EWR, which poses difficulty for coordination to minimize gaps in needed services during potentially harmful weather events.

TOPIC:

B.C. Speculation and Vacancy Tax

RESOLUTION:

WHEREAS the B.C. government implemented a B.C. Speculation and Vacancy Tax to turn vacant homes into housing for B.C. residents;

AND WHEREAS the B.C. government continues to expand the B.C. Speculation and Vacancy Tax program to include new communities;

THEREFORE IT BE RESOLVED THAT the AVICC and UBCM advocate to the provincial government that all B.C. communities, including electoral areas, be given the option to opt-in to the B.C. Speculation and Vacancy Tax program.

BACKGROUNDER:

Introduction

In 2018, the B.C. government introduced the B.C. Speculation and Vacancy Tax as a key measure in tackling the housing crisis in major urban centres in British Columbia. The tax was designed to discourage housing speculation and people from leaving homes vacant in designated areas of B.C.

In November 2023, B.C.'s Speculation and Vacancy Tax was once again expanded to include new communities to help deliver more homes for people in those communities.

The B.C. Speculation and Vacancy Tax still does not include any communities within electoral areas.

Successes

On the B.C. government's website, it is listed that in its fifth year (2022 tax year) that the B.C. Speculation and Vacancy Tax¹ raised more than \$81 million from homes that are left vacant and not rented out or otherwise occupied in certain parts of the province. Money raised from this tax has been used to build long-term rentals.

In 2021, more than 30,000 homeowners applied for exemptions; the top two exemptions are principal residences and residences occupied by a tenant. It is apparent that this tax

¹ Tax rate varies depending on the owners' residency and is two per cent for people who don't pay the majority of their taxes in Canada, and 0.5 per cent for Canadian citizens and permanent residents who pay the majority of their taxes in the country.

is changing homeowners' behaviours and will help to increase housing in the long-term in the communities where it is available.

A Speculation and Vacancy Tax for Electoral Areas

The B.C. Speculation and Vacancy Tax does not currently include any communities within electoral areas. Communities within electoral areas are experiencing severe immediate housing supply needs to house essential workers, including first responders, health care workers, critical infrastructure workers, and teachers. Many communities within electoral areas are unable to recruit for these critical positions due to a lack of housing available in their communities; this includes a lack of affordable rental options and a lack of affordable real estate supply. This is contributing to key services being unavailable to residents who live in these communities.

Conclusion

We strongly urge the B.C. government to consider providing all B.C. municipalities and electoral areas the option to opt-in to the B.C. Speculation and Vacancy Tax. This would allow B.C. municipalities and electoral areas to decide whether this tax will benefit their community and ultimately change behaviour and turn more empty homes into much-needed housing.



R37

District of Lantzville
PO Box 100, 7192 Lantzville Road | Tel 250.390.4006 | district@lantzville.ca
Lantzville, BC V0R 2H0 | Fax 250.390.5188 | lantzville.ca

February 2, 2024

SENT VIA EMAIL TO: info@avicc.ca
NO ORIGINAL TO FOLLOW

Association of Vancouver Island
and Coastal Communities
P. O. Box 28058
Victoria, BC V9B 6K8

To Whom It May Concern:

Re: 2024 Resolution for the AVICC Convention

On behalf of the Council of the District of Lantzville, please find attached a copy of a Certified Resolution submitted for consideration at the 2024 Convention along with the Backgrounder document required.

If you need further information, please contact me at dwells@lantzville.ca at any time.

Sincerely,

Delcy Wells

Deputy Director of Corporate Administration

cc: Glenn Morphy, Acting CAO/Director of Public Works [via email to: gmorphy@lantzville.ca]
Trudy Coates, Director of Corporate Administration [via email to: tcoates@lantzville.ca]
George Robinson, Director of Planning [via email to: grobenson@lantzville.ca]
District of Lantzville Council

Attachments:

- (1) Certified Resolution
- (2) Backgrounder [2 pages]

File: 0390-20-AVICC

T:\DISTRICT OF LANTZVILLE\AVICC\2024\2024 Jan 15 -- Letter to AVICC with Certified Resolution for 2024 Convention.docx



CERTIFIED RESOLUTION

Association of Vancouver Island Coastal Communities 2024 Convention

WHEREAS the provincial government has passed Bill 46 Housing Statutes (Development Financing) Amendment Act, 2023 amending Section 559, subsection (2)(a) of the Local Government Act to include “fire protection facilities” in the collection of development cost charges (DCCs), but does not specifically define “fire protection facilities”;

AND WHEREAS many smaller municipalities have a limited number of brick-and-mortar fire protection buildings, but a large number of other capital expenses related to fire protection, such as vehicles and equipment;

THEREFORE BE IT RESOLVED that Association of Vancouver Island Coastal Communities (AVICC) & the Union of British Columbia Municipalities (UBCM) advocate with the Ministry of Housing and the Ministry of Municipal Affairs that “fire protection facilities” be specifically defined in the relevant documentation and/or legislation to include the purchase and maintenance of all capital items related to fire protection including, but not limited to, fire trucks, duty vehicles, hoses, breathing apparatuses, communications equipment and all other capital expenditures that may be required to equip and maintain fire protection services.

At its January 10, 2024 Meeting, Council endorsed the following resolution in support of the above:

“MOVED and SECONDED, THAT Council endorses the Association of Vancouver Island and Coastal Communities (AVICC) 2024 resolution and backgrounder presented in the January 10, 2024 Agenda for submission to AVICC for the 2024 Convention; AND FURTHER THAT Council endorses the Development Cost Charges (DCCs) for fire protection facilities; AND FURTHER THAT Council directs staff to appropriately format and submit the resolution and backgrounder to AVICC in advance of the February 7, 2024 deadline.”

Certified to be a true and correct copy of the resolutions passed by the Council of the District of Lantzville, in open meeting assembled, at the Regular Council Meeting held in Council Chamber, Municipal Hall, 7192 Lantzville Road, Lantzville, BC on Wednesday, January 10, 2024.



Trudy Coates
Director of Corporate Administration

Dated this 15th day of
January, 2024 at
Lantzville, British Columbia.

**Backgrounder for the Submission of a District of Lantzville Council
Resolution for the 2024 Association of Vancouver
Island and Coastal Communities (AVICC) Convention**

TOPIC:

A RESOLUTION TO DEFINE DEVELOPMENT COST CHARGES (DCC) COLLECTION FOR FIRE PROTECTION FACILITIES TO INCLUDE ALL CAPITAL EXPENSES AND THEIR MAINTENANCE

BACKGROUNDER:

In 2023, the Ministry of Housing presented Bill 46, which passed and received royal assent. The Bill modified a number of sections of the *Local Government Act*. This included modifying Section 559, subsection (2)(a) to expand the areas for which DCCs could be collected. This included “fire protection” as a type of “facility” that can be funded through DCCs.

However, nowhere in Bill 46 or in the *Local Government Act* are such “facilities” defined. Many small municipalities in the province have a limited number of brick-and-mortar fire halls (if any). As a result, many such buildings are only replaced every few decades. In the interim, however, a large number of capital expenses may occur related to fire protection services. These may include maintenance and equipment for the fire hall(s), as well as vehicles, such as fire trucks.

For example, with the increased density and building heights mandated by the provincial government near transit centres, comes the need for “ladder trucks” that can reach taller buildings to suppress fires and rescue residents. The difference in price between a ladder truck and a regular truck can be at least \$1,000,000. This is an enormous expense for a small municipality and its taxpayers. Such an expense is being necessitated by the increased building heights imposed by provincial legislation. Therefore, it would make sense for municipalities to be able to collect DCCs from such development in order to pay for a ladder truck. This is just one example of how capital expenses beyond brick-and-mortar fire halls are needed as populations and densities grow.

This resolution requests that the appropriate documentation and/or legislation be updated to define “fire protection facilities” such that all capital expenses and the maintenance of such capital expenses be eligible for DCC collection.

WHEREAS the provincial government has passed Bill 46 Housing Statutes (Development Financing) Amendment Act, 2023 amending Section 559, subsection (2)(a) of the *Local Government Act* to include “fire protection facilities” in the collection of development cost charges (DCCs), but does not specifically define “fire protection facilities”;

AND WHEREAS many smaller municipalities have a limited number of brick-and-mortar fire protection buildings, but a large number of other capital expenses related to fire protection, such as vehicles and equipment;

THEREFORE BE IT RESOLVED that Association of Vancouver Island Coastal Communities (AVICC) & the Union of British Columbia Municipalities (UBCM) advocate with the Ministry of Housing and the Ministry of Municipal Affairs that “fire protection facilities” be specifically defined in the relevant documentation and/or legislation to include the purchase and maintenance of all capital items related to fire protection including, but not limited to, fire trucks, duty vehicles, hoses, breathing apparatuses, communications equipment and all other capital expenditures that may be required to equip and maintain fire protection services.

HEAVY DUTY VEHICLE CLIMATE EMISSIONS

DISTRICT OF CENTRAL SAANICH

WHEREAS like other AVICC and UBCM local government plans, the District of Central Saanich Climate Leadership Plan has ambitious emissions reduction targets based on the science-informed recommendations of the United Nations Intergovernmental Panel on Climate Change, and

WHEREAS like other AVICC and UBCM municipalities, the District of Central Saanich has succeeded with many positive steps to reduce emissions. Yet, our recent findings indicate that heavy-duty truck emissions have likely increased emissions (10.4%) and there are few municipal legislative or financial powers to change this trajectory, and

WHEREAS this resolution asks the province to use its considerable legislative and financial powers to help all AVICC and UBCM municipalities meet science-based emissions targets that contribute towards keeping the average global temperature increase below 1.5 degrees Celsius.

THEREFORE BE IT RESOLVED that the District of Central Saanich, through the AVICC, calls on the province to use its financial and legislative powers to take further actions that reduce the emissions from the heavy-duty trucks, which may include requiring a higher mixture of biodiesel, electrification, or further incentives to decarbonize vehicle fleets.

Background:

- The District of Central Saanich's climate emissions are off target by 10.4%, largely attributable to increased Heavy Duty traffic in our Industrial Area.
- Innovative efforts such as the District's Heat Pump Finance Program are limited when one of the largest contributors of emissions is regulated Provincially.
- The District's Climate Leadership plan has shown measurable success that is offset by the emissions in one industry where the economic benefits are great but so are the emission outputs.
- The Provincial government's commitment to decrease emissions in the Transportation industry (by 27-32%) and the Buildings and Communities (by 59-64%) would be benefited by focusing on heavy-duty truck emissions.

Title: Provincial Core Funding for Evolving Public Libraries

Sponsor: City of Nanaimo

Whereas core funding for public libraries in British Columbia has remained unchanged since 2009, limiting their ability to expand and evolve their programming as demand for their services increases;

And whereas the operational requirements of public libraries increasingly require significant and diverse resources to provide front-line community services, including supporting patrons with mental health and addiction issues as well as barriers to housing, providing critical locations of refuge during extreme weather events, providing services to new Canadians, and supporting the process of reconciliation with Indigenous peoples;

Therefore, let it be resolved that AVICC call on the provincial government to recognize the evolving and challenging situation for public libraries as well as their unique role as community spaces, and increase annual core funding for libraries to \$30 million in keeping with the request made by the BC Public Library Partners and the recommendation of the province's Select Standing Committee on Finance and Government Services.

And be it further resolved that this increase in core funding be increased on a yearly basis in keeping with cost of living and inflationary pressures.

Background Information

The Province currently provides \$14 million in annual core funding to public libraries in British Columbia, supporting 71 library systems and over 250 individual facilities. This core funding has remained unchanged since 2009. In this time period significant new pressures have been brought to bear on libraries, accompanied by extraordinary changes in technology and demand for services. Over the past decade multiple resolutions have been brought forward to both AVICC and UBCM calling on the province to increase core funding; what has become particularly at issue in the past year is the rapidly increasing demands on libraries to provide community services to patrons with complex needs related to addiction and mental health, as well as supporting unhoused and/or at-risk persons. At the same time, the issue of progressively increasing costs of delivery of core services identified in previous resolutions remains a critical concern.

Over the past several years, the BC Library Partners, a coalition of the BC Library Trustees Association (BCLTA), Association of BC Public Library Directors (ABCPLD), BC Library Association (BCLA) and the BC Libraries Cooperative (BCLC) has advocated for an increase to core funding. The BC Library Partners' member organizations presented to the BC *Select Standing Committee on Finance and Government Services* in June 2023, where they requested

core funding be increased to \$30 million. The Standing Committee's recommendation was to support this request, stating the following:

"... Committee Members recognized the importance of libraries as community hubs which reduce isolation and increase access to resources, programs, and services. Further, they highlighted the fact that libraries do far more than provide books; they act as cooling and heating centres and are taking on a more vital role within communities with the advent of climate emergencies. Members agreed that libraries are crucial for those living in rural, remote, and First Nations communities as they may be the only place to access the internet and stay connected. They acknowledge the increased costs and responsibilities of libraries and the need for funding to better reflect the expanded roles as well as increased inflation."

In 2023, a one-time grant of \$45 Million was made to BC libraries. This funding was very welcome and allowed for investments in a range of new resources but did not address the central issue of static core funding that has produced an erosion of capacity to deliver library programming over time. One-time grants are not used for ongoing operational costs.

There has been a concerted and consistent program of advocacy to the province over the past decade to address the topic of static core funding. It is critical that this communication continues, to ensure the province recognizes how concerned local governments are with the acute need for library services and the imminent risk to these services.

Rationale:

Increased core funding to libraries addresses the following issues of concern to local governments:

- Expanded core funding can support a stabilization of the funding levy to local governments and provides recognition that the expanded social services now being provided at libraries can be beyond what local governments typically are responsible for.
- Demand for specialized supports for patrons with complex needs is immediately present and rapidly accelerating. Additional resources are needed to support these patrons while at the same time providing a safe and welcoming space for all members of the community.
- Service offerings through libraries are evolving and expanding far beyond historical expectations. Libraries now offer unique community services to new Canadians, persons with disabilities, seniors and a diversity of others. In many communities, these services are available to residents exclusively through the library.
- Libraries play a specific role in communities as a "third space" that is open and accessible to all. The acute pressures on housing throughout the province have led to massive demand on libraries in their function as community gathering places. In

addition, library branches have become critical venues for warming, cooling and refuge facilities as extreme weather events and catastrophic wildfires become commonplace.

- Reductions in operating hours brought about by resource limitations are a concern in communities across the province. There is now a significant concern that cutbacks will result in choices on which citizens' needs will go unmet.
- Local governments are acutely aware of the challenges of delivering the range of services their citizens expect. If local governments with significant resource limitations are forced to reduce library funding to ensure other core services are continued, this could lead to inequitable access to library services between communities.



Date: January 16, 2024

File No: 0390-20-AVICC

RESOLUTION for Consideration by Delegates at the AVICC 2024 AGM & Convention Sustainable and Equitable Funding of Library Services

In alignment with Council's *2023-2027 Corporate Strategic Plan* and the goals of "fostering a complete community that is safe, healthy and inclusive" and ensuring the "provision and maintenance of quality services" Council for the City of Port Alberni is submitting the attached resolution for consideration.

Public libraries are essential institutions that play a vital role in communities across British Columbia. They provide access to resources, promote literacy, support job seekers and small businesses, advance reconciliation with Indigenous peoples, and promote equity and inclusion. However, public libraries in British Columbia face significant funding challenges. The current funding model which relies primarily on levies paid by local governments, while provincial funding for libraries remains drastically low in comparison, places a significant burden on its taxpayers.

1. Importance of Public Libraries:

Public libraries serve as community hubs, offering a wide range of services and resources that benefit individuals of all ages and backgrounds. They provide access to books, digital materials, educational programs, and technology, fostering a love for reading and learning. Public libraries also support job seekers by offering resources for career development, resume building, and job search assistance. Additionally, libraries play a crucial role in advancing reconciliation with Indigenous peoples by providing access to Indigenous literature, supporting Indigenous language revitalization efforts, and promoting cultural understanding.

2. Funding Challenges:

The current funding model for public libraries in British Columbia relies heavily on levies paid by local governments. This model has resulted in stagnant provincial funding, which fails to keep pace with the increasing costs of delivering library services and the growing demand from communities. Libraries face rising costs for materials, technology, staff salaries, and maintaining and upgrading facilities. Without sustainable funding, libraries struggle to meet the evolving needs of their communities and provide the necessary resources and services.

3. Increasing Demand for Library Services:

Over time, the demand for library services has increased exponentially. Libraries are no longer just repositories of books but have become dynamic community spaces that offer a wide range of programs and services. They provide access to digital resources, e-books, and online databases, catering to the changing needs of library users. Libraries also play a crucial role in promoting digital literacy and bridging the digital divide by offering technology training and internet access to those who may not have it at home. The increasing demand for these services requires adequate funding to ensure that libraries can continue to meet the needs of their communities.

4. Long-Term Sustainable Funding:

To ensure the continued success and impact of public libraries in British Columbia, it is essential to provide long-term sustainable funding. This funding should consider the increasing costs of delivering library services, the evolving needs of communities, and the role of libraries in promoting literacy, supporting job seekers, advancing reconciliation, and promoting equity and inclusion. By providing sustainable funding, the Province of British Columbia can support the growth and development of public libraries, ensuring that they remain vibrant and accessible community resources for generations to come.

Public libraries in British Columbia play a vital role in promoting literacy, supporting job seekers and small businesses, advancing reconciliation, and promoting equity and inclusion. However, the current funding model has resulted in stagnant provincial funding, hindering the ability of libraries to meet the growing demands of their communities and placing a significant burden on its taxpayers as library costs continue to increase exponentially.

It is crucial for the Province of British Columbia to provide long-term sustainable funding for public libraries and ensure regular increases in provincial government funding in subsequent years. By doing so, the province can invest in knowledge, support community development, and ensure that public libraries continue to be valuable resources for all British Columbians.

Yours truly,
CITY OF PORT ALBERNI



Sharie Minions
Mayor

c: City Council
M. Fox, CAO
D. Monteith, Director of Corporate Services
UBCM Member Municipalities

File 0390-20 /Log: 24-014

February 5, 2024

To: Association of Vancouver Island and Coastal Communities

From: Town of Comox

RE: INCREASED FUNDING FOR MUNICIPAL INFRASTRUCTURE

Backgrounder

The Town of Comox has made significant progress, like many municipalities, towards completing work on its asset management and funding strategies. The Town has inventoried \$280 million of assets with \$180 million of those assets 'consumed'. With current asset replacement timelines and funding amounts, the Town would need to take on \$150 million in debt by 2050. In order to properly fund asset replacement the Town will be required to increase taxes on a representative household by \$370. This increase is only to fund the replacement of already installed and acquired infrastructure. It does not include service expansion, new capital, or new staff to keep up with rapidly growing populations. Many if not most communities in BC are facing the same decisions as families struggle to keep up with the cost of groceries and housing.

The recent regulatory changes from the Province and desire to provide more housing in our communities will only serve to put further pressure on service expansion for growing populations. The Province has announced the ability for municipalities to collect some level of funding for capital expansions through Amenity Cost Contributions (ACCs). However, these funds will be limited and high ACCs will contribute towards higher costs of housing for new families and first time home buyers which is contributing to the housing crises in BC.

Municipalities across BC are struggling to maintain and pay for current infrastructure but must now also look at paying for and saving for the replacement for new infrastructure to meet the needs of a growing population. More financial support which is predictable and stable is needed from other levels of government to meet these challenges.

Tel: 250-339-2202

Fax: 250-339-7110

Email: town@comox.ca

Address:

1809 Beaufort Avenue

Comox, B.C. V9M 1R9

We respectfully acknowledge that we gather and work on the traditional territory of the K'ómoks First Nation, the traditional keepers of this land.

Category: Fiscal Policy**Title:** Rethinking Municipal Taxation for Equitable and Effective Crisis Response**Introduction:**

Municipalities, as the front-line responders to societal challenges, play a pivotal role in addressing crises that directly impact the well-being of their residents. The interconnected nature of crises, including the climate crisis, housing affordability crisis, inequality crisis, public health crisis, and infrastructure crisis, necessitates a re-evaluation of municipal taxation and revenue sources to ensure both fairness and effectiveness in crisis response.

Background:Provincial Withdrawal and Municipal Burden

The burden on municipalities has intensified due to the withdrawal of the Province from crucial mandates such as housing and public health. This withdrawal has placed additional strain on local resources, exacerbating existing challenges and contributing to the growing infrastructure and inequality crises.

Regressive Nature of Property Taxation

The reliance on property taxation, a regressive form of revenue, compounds the challenges faced by communities. This system fails to achieve the goals of vertical or horizontal equity, disproportionately affecting those who are already marginalized or vulnerable.

Increased Municipal Responsibilities

Municipalities, despite being on the front line, often lack the financial resources commensurate with the increased responsibilities they bear. This financial imbalance hampers their ability to respond effectively to the interconnected crises that demand comprehensive and coordinated solutions.

Importance:Empowering Municipalities for Crisis Response

The resolution underscores the urgency of empowering municipalities with equitable access to taxation revenue. This empowerment is critical for municipalities to respond effectively to crises, allowing them to address the root causes and implement sustainable solutions.

Addressing Provincial Mandate Shifts

The Provincial withdrawal from housing and public health mandates, while remaining Provincial responsibilities, has left municipalities grappling with the fallout. Short of the Province increasing their funding and restoring these mandates to a functioning level, a reworked municipal taxation structure can address this gap and ensure that the financial burden is more fairly distributed.

Minimizing Impact on Vulnerable Populations

The interconnected crises disproportionately affect vulnerable populations. A fair and equitable taxation system aims to minimize the impact on those already suffering the most, fostering social and economic justice in crisis response.

Conclusion:

The resolution to rethink municipal taxation is a call to action, recognizing the essential role of municipalities in crisis response and the need for a fair and effective financial framework. By addressing the challenges of Provincial withdrawal, regressive taxation, and the increased burden on municipalities, this resolution seeks to create a foundation for more resilient and equitable communities in the face of multifaceted crises. The interconnected nature of these challenges demands a collaborative effort between municipal and Provincial governments to ensure a sustainable and just future.

TOPIC:

Addressing Shoreline Erosion Concerns in Coastal Communities

RESOLUTION:

WHEREAS coastal communities in B.C. are experiencing the detrimental effects of climate change, including rising sea levels, adverse weather events, and eroding shorelines;

THEREFORE IT BE RESOLVED THAT the AVICC and UBCM urge the B.C. government to dedicate more resources toward mitigating the impacts of climate change and shoreline erosion in coastal communities.

BACKGROUNDER:

Introduction

The detrimental effects of climate change, including rising sea levels, adverse weather events, and eroding shorelines, are affecting coastal communities across B.C. For many years now we have seen increasing frequency and intensity of storm events in our communities.

Some coastal communities have undertaken flood and erosion studies to help understand hazards such as coastal storm flood, tsunami inundation, and shoreline erosion susceptibility. It is apparent that more resources, including funding, capacity and technical expertise, need to be spent learning about the effects of climate change to better mitigate its adverse impacts across all coastal communities in B.C.

Examples of Impacts of Climate Change

There are numerous examples from across B.C. where communities are affected or at risk of being affected by rising sea levels caused by climate change.

For example, the City of Vancouver has as much as \$28.6 billion in property values within designated floodplains. Recently, the NCRD has undertaken a regional study with partnering governments on Haida Gwaii and, while not to the same magnitude as Vancouver, also has properties within designated floodplains. As we continue to identify risks, further funding and capacity will need to address mitigation measures.

Additionally, on Haida Gwaii, extreme storm events¹ have caused the erosion and degradation of highway infrastructure in many communities, with many sections requiring immediate intervention for repair.

Similarly, First Nations, who have inhabited the coast of B.C. since time immemorial, are expecting negative impacts to their communities as a result of climate change. For example, the Ehatis shoreline on western Vancouver Island is unprotected and erosion is an ongoing issue during storms.²

Conclusion

While all coastal communities across B.C. require support from the province of B.C. to help identify areas that are of immediate risk to the effects of climate change, remote coastal communities require further support to address these unique challenges.

We urge the B.C. government to plan for the effects of climate change by furthering studies on the effects of climate change, increasing funding to coastal communities to undertake local work on risk analysis and mitigation, and, where appropriate, building mitigation infrastructure to support our communities.

¹ Haida Gwaii Coastal Flood and Erosion Study, North Coast Regional District, Dec 2022 - <https://www.ncrdbc.com/services/public-safety/emergency-planning/haida-gwaii-coastal-flood-and-erosion-study>

² West Vancouver Island Coastal Vulnerability Study, Ehattesaht First Nation, Ehatis Draft Report, March 2018 - <https://srd.ca/wp-content/uploads/2020/04/Coast-Vulnerability-Study-Ehattesaht-FN-1.pdf>

Background:

Droughts are becoming more severe across Vancouver Island as climate change advances. Deleterious effects may affect the environment (low water levels threatening spawning salmon populations), emergency services (increasingly severe wildfire seasons), agriculture (lack of irrigation water to grow crops), industry (lack of water for mines and pulp mills) and residents (increasing municipal water restrictions). As droughts continue to worsen, there is a chance that freshwater scarcity will result in conflict between sectors for access and usage. Without knowing both how much fresh water is available as well as how much each sector requires now and, in the future, it is difficult to take mitigation actions that will benefit all sectors simultaneously and cover upcoming shortages for the next century. Regional districts are undertaking watershed studies on their own (e.g. the [Tsolum River Agricultural Watershed Plan](#)¹ developed by the Comox Valley Regional District in 2021) but as watersheds may cover multiple districts and as rivers flow from one area to another on the Island, it makes sense to conduct one regional study for the entirety of Vancouver Island to determine freshwater stocks and projected needs across all sectors.

Policy or Legislation:

The [Watershed Security Strategy Intentions Paper](#)² Policy Intention 5 outlines the province's commitment to 'balance water supply and demand (quality and quantity) at the watershed scale to address the needs of people, the environment and the economy' through three themes:

- Proactively consider and address existing and/or emerging regional pressures and risks.
- Develop policy and guidance to promote incentives for water conservation and reallocation.
- Develop approaches to meet existing and future demands for humans and requirements for ecosystem health.

All indications from the province are that their support will be for collaborative, regional projects over siloed projects run by each regional district separately. Water is a resource that flows across boundary lines, and it makes sense to approach its use and allocation across Vancouver Island to ensure all residents, industries and the environment are supported. The 2011 [Alberni Valley Agricultural Plan](#)³ indicates water as one of the main limiting factors to increasing food production across the ACRD and recommends securing long term sources of agricultural water.

¹ https://www.comoxvalleyrd.ca/sites/default/files/images/Projects-Initiatives/phase_two_report_with_appendices.pdf

² <https://engage.gov.bc.ca/app/uploads/sites/722/2023/03/WSSF-Intentions-Paper-March2023.pdf>

³ https://www.acrd.bc.ca/dms/documents/planning-and-development/agriculture/alberni_valley_agricultural_plan.pdf

Backgrounder – AVICC Groundwater Resolution

District of Metchosin

January 22, 2024

Climate change impacts and anticipated population growth present new questions and challenges in terms of protecting the sustainability of BC's groundwater resource, described as a "hidden treasure" by BC's Auditor General in a 2010 report on the province's groundwater.

The description is apt. BC's many aquifers (over 1,000) supply over one million people with an irreplaceable source of water. The AG's report recommended expanding BC's observation well network and taking other steps to build collective knowledge of provincial aquifers.¹ New wells have indeed been added, but so have the challenges of understanding and managing the 'treasure' within the province's complicated geology.

New research is raising questions about how aquifer viability is assessed. For example, a 2023 paper by university researchers Diane Allen (SFU) and Tom Gleeson (UVic) question the reliability of "recharge" calculations and identify challenges in gauging groundwater health. Allen and Gleeson write: "These challenges include acknowledging the importance of groundwater in supporting environmental flow needs and human water use, the uncertainty and misconceptions surrounding annual recharge estimates, and the under-appreciated importance of aquifer drainage, while tackling cumulative impacts in watersheds using adaptive management with clear sustainability goals."²

The provincial government maintains a network of 240 observation wells. Many of these wells capture and transmit data automatically. According to the province, this level of data capture allows (per the government's website) "decision makers and the public to observe groundwater levels as they rise and fall in near real time."³

However, certain aquifers are under-served within the provincial observation network. Allen and Gleeson state that "most aquifers across the province are not being monitored routinely. In fact, B.C. has a lower density of observation wells compared with many Canadian provinces and American states even though there is a great hydrogeological and hydroclimatic diversity across the province."⁴

For example, there is only one active observation well for Aquifer 606. Located on southern Vancouver Island, Aquifer 606 covers over 538 km² and serves over 1,500 wells in Metchosin,

¹ Web-search: "BC AG groundwater 2010"

² "Groundwater Resource Allocation in British Columbia: Challenges and Ways Forward." Diane Allen and Tom Gleeson in *Confluence the Journal of Watershed Science and Management*. Page 9.

³ Web-search: "BC groundwater well network"

⁴ Allen and Gleeson. Page 8.

Sooke, East Sooke, Langford and Colwood.⁵ It's notable that raw data collected from this observation well in 2022-2023 shows a significant drop in groundwater levels relative to historic daily mean and four year averages (see graphic). The 2009 Provincial Observation Well Network Review report recommended that four observation wells be installed within this aquifer.

Across Vancouver Island, the number of observation wells varies:

- Seven active observation wells are on the Saanich Peninsula.
- One observation well in the Mill Bay area for Aquifer 206, which has a “high” vulnerability rating.
- One observation well in the Shawnigan Lake/Cobble Hill area for Aquifer 203, which began collecting data in 2017.
- One observation well in the Westholme area for Aquifer 172, noted as “high” in vulnerability.
- One observation well in the Cassidy-Nanaimo area for Aquifer 161, which was noted as a priority aquifer in the 2009 Report.
- One observation well on Quadra Island.

Recognizing that the provincial government must prioritize the resources directed to monitoring and managing vulnerable and essential services, Metchosin's resolution acknowledges that local governments can play a role in collecting data and it requests the development of a provincially funded program to support local monitoring capacity.

Several regional districts and communities have been actively monitoring and otherwise managing their ground water resources.

- The District of Highlands began building their knowledge of the ground water resources as early as 2009, with a focused groundwater study. They have since completed a 3D model of their aquifer and have a monitoring system involving four wells managed by the District.
- The Regional District of Nanaimo has a voluntary observation well program involving 30 privately-owned wells.
- Salt Spring Island has a locally based monitoring program that's been in place since 2020. There are over a dozen privately owned wells involved.

Sincere appreciation is extended to these communities for leading on this important matter. Recognition is also due to provincial scientists and staff who have been working on groundwater issues around BC for many years. The provincial Watershed Security Strategy is in development and holds the potential for building new levels of awareness and protection for groundwater.

⁵ Aquifers of the Capital Regional District, 2004 by Sylvia Kenny, p 67. Website of the Provincial Groundwater Observation Well Network.

Rainwater Management in Road Rights of Way

WHEREAS residential development in portions of unincorporated areas designated as suitable for increased dwelling density through regional growth strategies and official community plans will enhance the supply of housing in British Columbia;

AND a key constraint in increasing dwelling density in these areas is locating adequately sized green infrastructure such as rain gardens and infiltration swales that protect stream systems and overall watershed health, and reduce risk to downstream property;

THAT, in alignment with policy direction set out in the March 2023 Intentions Paper for the Watershed Security Strategy, the Province of BC investigate options to permit green infrastructure and low impact development rainwater management measures for private property and public roads within provincial public highway rights of way.

BACKGROUND

- Development activities such as land clearing and the addition of structures, driveways and other impervious surfaces alters the natural water balance within Vancouver Island watersheds.
- If measures to properly manage rainwater are not put in place, the cumulative impacts of these activities can result in downstream flooding, increased erosion and environmental damage, exacerbating already existing challenges with seasonal drought and flooding.
- Within unincorporated areas, the Ministry of Transportation and Infrastructure (MOTI) is responsible for public roads and drainage infrastructure in public road rights of way.
- The Comox Valley Regional District (CVRD) is responsible for land use planning in unincorporated areas, and influences rainwater management at the rezoning and development permitting stages.
- Current CVRD and MOTI policies and standards require private property owners to manage drainage on site, and not direct excess stormwater towards roadside ditches.
- In areas such as rural Settlement Nodes where the CVRD's Regional Growth Strategy allows for higher density development, sustainably managing rainwater onsite becomes more challenging as higher lot area coverages leave little space available for low impact development rainwater management measures such as rain gardens.
- An integrated rainwater management approach that considers private property development and the road network in unincorporated areas as a whole system could

The Comox Valley Regional District respectfully acknowledges the land on which it operates is on the unceded traditional territory of the K'ómoks First Nation, the traditional keepers of this land.

result in better watershed health outcomes rather than current practices that largely consider these impacts separately.

- This would require solutions to existing ownership and jurisdictional responsibilities for rainwater management – regional districts do not own and maintain public roads and drainage ditches, and MOTI jurisdiction does not include private property drainage.
- The Province of BC is currently developing a Watershed Security Strategy, that seeks to enhance resiliency of BC's watersheds in the face of an uncertain future where drought and flood events are becoming more common.
- Several policy statements in a March 2023 Watershed Security Strategy [Intentions Paper](#) speak to changing stormwater management practices to promote watershed health, a few of which are listed below:
 - Modernize standards and regulations that affect aquatic values.
 - Improving stormwater management in partnership with local governments and Indigenous Peoples.
 - Incentivize green infrastructure and low impact development to manage stormwater volumes and treat stormwater quality.
- These statements lend support to exploring options to better manage rainwater within public road rights of way to maintain and restore natural water balance, prevent environmental damage and mitigate flood risk while enabling responsible development in rural communities.

HIGHWAY ACTIVE TRANSPORTATION**DISTRICT OF CENTRAL SAANICH**

WHEREAS the Province has jurisdiction over provincial highways, many of which are critical active transportation corridors and provide connections to services, workplaces, ferries, parks and recreation areas, and neighbouring communities.

WHEREAS many provincial highways require new or upgraded active transportation infrastructure to enable local governments to realize comprehensive, interconnected, safe, active transportation networks for residents.

THEREFORE BE IT RESOLVED that AVICC and UBCM call on the Province to assess all provincial highways with active transportation corridors in accordance with the British Columbia Active Transportation Design Guide, and in consultation with municipalities, regional districts, and Indigenous Nations, develop a provincially-funded plan or program to address gaps and shortfalls, and local active transportation priorities on provincial highways.

Background:

- The Province, through the Ministry of Transportation and Infrastructure, is responsible for provincial highways. This includes major routes such as Highways 1, 3, 17, 19, 97 and more than 80 smaller routes and stretches of road.
- Some smaller routes are in cities or towns where they are part of a main street or commuting corridor. Others connect us to ferries, parks and recreation areas, workplaces, and neighbouring communities.
- Many municipalities are working hard to improve their active transportation infrastructure. They have drafted Active Transportation Plans and allocated significant staff time and funding to new/improved active transportation infrastructure, including sidewalks, bike lanes, and crosswalks. The Province has offered support for this work through the Active Transportation Infrastructure Grants, Vision Zero Grant, ICBC Community Grant program, and Community Safety Enhancement Programs.
- Municipalities do not have jurisdiction over provincial highways. They do not have the authority or funding to implement new active transportation infrastructure on provincial routes (e.g. a pedestrian overpass) or make improvements to existing provincial roads (e.g. bike lane, sidewalk). In some communities this is a significant barrier to an effective active transportation network.
- The Province has stated that “as provincial highways are developed, improved or reconfigured, active transportation will be integrated in their design and construction”. The extent of this incorporation has varied by project. It has not addressed improvements to existing routes with no planned upgrades.

References:

- Clean BC, “Move Commute Connect: B.C.’s Active Transportation Strategy, https://www2.gov.bc.ca/assets/gov/driving-and-transportation/funding-engagement-permits/grants-funding/cycling-infrastructure-funding/activetransportationstrategy_report_web.pdf, accessed January 15, 2024
- B.C. Active Transportation Infrastructure Grant Program, “Complete List of Funded Projects – 2004 – 2023”, https://www2.gov.bc.ca/assets/gov/driving-and-transportation/funding-engagement-permits/grants-funding/active-transportation/active_transportation_funded_projects.pdf, accessed January 15, 2024
- [Community Charter \(gov.bc.ca\)](https://www2.gov.bc.ca/assets/gov/infrastructure/community_charter/Community_Charter.pdf)
- Wikipedia, “List of British Columbia provincial highways – Wikipedia”, en.wikipedia.org/wiki/List_of_British_Columbia_provincial_highways#Unnumbered_highways, accessed January 15, 2024
- Ministry of Transportation and Infrastructure, “British Columbia Active Transportation Design Guide 2019 Edition”, www2.gov.bc.ca/assets/gov/driving-and-transportation/funding-engagement-permits/grants-funding/cycling-infrastructure-funding/active-transportation-guide/2019-06-14_bcatdg_compiled_digital.pdf, accessed January 15, 2024

Category: Transportation

R48

Title: Active Transportation within Provincial Highway Rights of Way

Introduction:

Since 2018, the Province has been making strides to address climate change through a growth in resources to promote active transportation. Initiatives such as “Move Commute Connect, BC’s Active Transportation Policy”, Active Transportation Design Guide and ongoing Active Transportation Infrastructure Grants have shown partnerships with Indigenous and local governments to promote mode shift and equitable access to safe transportation. While these initiatives have enabled changes on the local level there is a disconnect of intention and commitment to meet 2030 goals without the same investment in Provincial Highways.

Background:

Communities taking a leadership role in active transportation have been making investments in their local infrastructure to improve connectivity and safety thus incentivising mode shift. This includes infrastructure on Provincial Highways that cut through communities and play an important role in route planning for active transportation. Development on Provincial Highways is done thorough permitting and/or issuing of licences of occupation, meaning that the Indigenous or local governments are required to develop, maintain, and operate this new infrastructure. This puts additional financial pressure on this level of government activate and achieve active transportation while the MoTI remains focused and invested on infrastructure focused on motor vehicles.

We are currently in a climate crisis where transportation accounts for 40% of BC’s annual total GHG emissions. Similarly, in a time of increasing cost of living, the costs of maintaining and owning a vehicle pose a financial barrier for some BC residents. According to MoTI’s 2022/23 Annual Service Plan Report “Encouraging more people to use active transportation or transit is also essential in the context of British Columbia’s rapidly growing population.” If the Province is going to continue to take a leadership role in reducing climate emissions and providing equitable access to transportation alternatives, then it is important for the MoTI to be proactive with the development and operation of active transportation infrastructure on those roads within its sole jurisdiction. Furthermore, by committing to aligning to an Indigenous or local government’s active transportation planning it incentivize the creation of active transportation plans in those governments that have not yet developed their own policies.

Finally, investments in active transportation infrastructure on Provincial Highways show a direct benefit to the Province. For one, it helps achieve BC’s climate target of a 27-32% reduction of emissions by 2030, relative to 2007 levels. Additionally, it also increases safety and reduces conflict and collisions between road users. Currently as a performance measure to improve highway safety and reliability, MoTI partners with the RCMP and ICBC to establish a serious

collision rate on Provincial Highways (Collisions per million vehicle kilometres). The Ministry also partners with the Insurance Corporation of British Columbia (ICBC) on capital and preservation projects that have expected safety benefits to improve safety. Similarly, mode shift aims to reduce the overall number of vehicles on roads that could potentially contribute to more collisions. Active transportation improvements currently undertaken by Indigenous and local governments on Provincial Highways improves the safety and thus improves metrics use to measure safety on those Provincial Highways.

Rationale:

When residents experience even small gaps in safety in their transportation routes, they are more likely to avoid active transportation. According to Infrastructure Canada's National Active Transportation Strategy, "Unsafe road conditions, poor or non-existent signage, gaps in the network, and inconsistent infrastructure are just a few reasons why someone might have a poor experience or not want to choose active transportation." Limited resources often can lead to investment in active transportation routes phased over years thus leading to fragmented and disconnected active transportation routes that do not encourage use. By removing fiscal challenges, Indigenous and local governments can be more effective, and faster thus addressing the urgency of the climate crisis. Additionally, the overall public benefit of access to safe, equitable and affordable transportation is achieved with shared leadership to improve active transportation on all rights of way in communities. Cohesive active transportation networks can be achieved effectively and efficiently when the Ministry of Transportation and Infrastructure makes commitments to take on the responsibility for the development, operation and maintenance of all active transportation infrastructure within Provincial Highway rights of way.

Links:

https://www.bcbudget.gov.bc.ca/Annual_Reports/2022_2023/pdf/ministry/tran.pdf
<https://www.infrastructure.gc.ca/alt-format/pdf/nats-snta/nats-strat-snta-en.pdf>
https://www2.gov.bc.ca/assets/gov/environment/climate-change/action/cleanbc/cleanbc_roadmap_2030.pdf



SUNSHINE COAST REGIONAL DISTRICT

AVICC BACKGROUNDER FOR IMPROVED ROAD DESIGN FOR VULNERABLE ROAD USERS

I. BACKGROUND:

At the Sunshine Coast Regional District Regular Board meeting of January 25, 2024, the following resolution was adopted:

021/24 THAT the report titled 2024 Resolutions to AVICC be received for information;

AND THAT the following proposed resolutions be adopted and forwarded for consideration at the 2024 AVICC Annual General Meeting and Convention:

Improved Road Design for Vulnerable Road Users

WHEREAS the Ministry of Transportation and Infrastructure road design standards prioritize the efficient movement of motor vehicles over the safety of vulnerable road users, including pedestrians, transit users, and cyclists;

AND WHEREAS narrow road rights-of-way and topographic challenges in rural areas often make it impossible for active transportation infrastructure to be built to the Ministry of Transportation and Infrastructure's Active Transportation Design Guide of separated paths along road corridors;

AND WHEREAS the Ministry of Transportation and Infrastructure will not approve, fund, or maintain any road improvements that don't meet their Active Transportation Design Guide:

THEREFORE BE IT RESOLVED that the province instruct the Ministry of Transportation and Infrastructure to prioritize the safety of vulnerable road users in their road design standards.

AND BE IT FURTHER RESOLVED that the Ministry of Transportation and Infrastructure recognize the practical challenges of active transportation in rural areas and approve, fund and maintain minor road improvements that increase safety for vulnerable road users, such as paved shoulders and crosswalks.

II. Discussion:

The SCRD is advocating for UBCM to work with the province to give the Ministry of Transportation and Infrastructure (MoTI) the mandate to prioritize the safety of vulnerable road users in their road design standards, such as shoulder paving to improve safety for vulnerable road users. Narrow road right of ways and topographic challenges in rural areas often make it impossible for active transportation infrastructure to be built to MoTI design standards of separated paths along road corridors.



SUNSHINE COAST REGIONAL DISTRICT

R50

AVICC BACKGROUNDER FOR FUNDING FOR RURAL ROADS MAINTENANCE

I. BACKGROUND:

At the Sunshine Coast Regional District Regular Board meeting of January 25, 2024, the following resolution was adopted:

019/24

Recommendation No. 8 *Association of Vancouver Island and Coastal Communities (AVICC) Resolutions*

THAT the report titled Association of Vancouver Island and Coastal Communities (AVICC) Resolutions be received for information;

AND THAT draft AVICC resolution No. 3 Funding for Rural Road Maintenance, be adopted as presented as follows:

WHEREAS secondary roads in unincorporated areas of BC are typically maintained on a break/fix basis despite deteriorating conditions and increasing traffic;

AND WHEREAS there is no publicly available plan for the upgrade and replacement of rural roads, culverts, and bridges;

THEREFORE BE IT RESOLVED that the province direct and fund the Ministry of Transportation and Infrastructure to establish a capital asset management plan for secondary road networks across the province.

II. Discussion:

In BC's rural communities, there is a growing concern about the state of secondary roads which need safety improvements such as more frequent refreshment of pavement lane markings. Street lighting on secondary rural roads is typically minimal or non-existent. This presents challenges with respect to visibility of other vehicles, bicycles, and pedestrian traffic. Visible pavement lane markings are therefore essential to ensuring the safe flow of traffic, especially in more remote areas.

The SCRDR is advocating for a review of service level standards for secondary road maintenance in rural areas with an aim of increasing funding for their upkeep. Secondary rural roads are an integral part of the provincial road network for rural communities who rely on them for safe and accessible transportation to meet day-to-day personal and business transportation needs.

Background:

On June 6, 2023, Highway 4 closed at Cameron Lake Bluff, near Koen Road, due to a wildfire in the area. A detour route from Port Alberni through Lake Cowichan via Bamfield, using forest-service and privately owned industrial roads was established by the Ministry of Transportation and Infrastructure (MOTI) on Wednesday, July 7, 2023. At this time, travellers were asked to avoid the area and work began to stabilize the slopes, remove danger trees, complete rock scaling and repair damages. With remediations complete, Highway 4 was fully reopened to two-way traffic on August 31, 2023.

In response to this disaster, the Alberni-Clayoquot Regional District (ACRD) Emergency Operations Centre (EOC) was activated for 20 days. During the highway closure, the Alberni Valley and the surrounding region experienced significant impacts on our resident's health, safety and well-being and it had devastating economic impacts, reaching multi-millions of financial losses. Residents suffered emotional, physical, financial, and psychological losses as well. Many residents on the west and east sides of the incident were not able to commute to and from work, resulting in lost wages and financial hardship. Furthermore, as the Ministry of Emergency Management and Climate Readiness (EMCR) would not approve Emergency Support Services (ESS), residents who were stranded in other communities had to personally incur additional accommodation, food, and transportation expenses. Supply chain disruptions and business interruptions caused considerable losses of business revenue that heavily impacted the Alberni Valley, Bamfield, Tofino and Ucluelet. The road closure significantly impacted travel plans, as many would-be visitors cancelled their arrangements and, with the perceived uncertainty of the road stability, this will likely have negative long-term effects on regional tourism.

As well, there were significant challenges with medical services, including the transportation of medical staff and pharmaceuticals. Without a suitable, paved road some residents struggled to attend critical medical appointments, receive vital treatment, or undergo long-awaited surgeries. In one instance, a doctor had strongly advised against a patient from using the designated gravel road due to a recent heart procedure, leaving the patient without a viable, timely way home. The Horne Lake connector was opened for first responders only, leaving residents, those with out-of-town medical needs and commuters with a long, unfamiliar detour route on a gravel road.

Although MOTI had deemed the detour safe for travellers, many members of the public perceived the risk as too high to utilize. Numerous residents expressed an aversion to using the route due to the condition of their vehicle, the inexperience of driving on a gravel road, medical concerns, lack of cell service, fear of an unfamiliar route and in several instances the public experienced high psychological stress and anxiety that negatively impacted their mental health. In one instance, the emergency program had to deploy support staff from an external agency to help an individual who was experiencing severe anxiety at the prospect of using the detour route. It was fortunate that this incident happened in the summer months, at a time when regional airports could assist with transportation requirements. Had this occurred in the winter, our region would have faced significantly more impacts and challenges.

On October 4, 2023, staff from the ACRD and the City of Port Alberni met with MOTI and EMCR to discuss a range of concerns arising from the incident and to develop an action plan, in the event of another road closure. At this time, EMCR agreed, that in the event of another road closure, they would authorize ESS to meet the immediate, basic needs of those who require support, including overnight accommodation. It was further stipulated that accommodation may take the form of hotel bookings or

group lodging sites, and in accordance with the ESS program guide, food and other services would also be considered on a case-by-case basis. However, on Christmas Day, December 25, 2023, Highway 4 was fully closed due to falling debris and safety concerns, and with no established alternative route, travellers and residents were either unable to leave or enter our community. At this time, the ACRD EOC was activated and when staff inquired about initiating ESS support, EMCR denied our request to offer hotel rooms. This response was unexpected and completely countered our previous agreement. The ACRD approved a limited budget to cover hotel costs for individuals stranded on Christmas night, however, many opted to risk travel along the unmaintained summer detour route. Disappointingly, as the province failed to implement their part of the agreed upon plan, it calls into question what their response will be in the future.

Research has shown that nationwide Canada is experiencing an increase in disaster frequency and severity and this trend will continue in the foreseeable future. The [Emergency Management Strategy for Canada](#)¹ indicates that disaster losses will increase due to drivers such as climate change, critical infrastructure independence and shifting demographics. As such, our region will be more susceptible to floods, wildfires, drought, extreme weather events, and prolonged hot and dry seasons. These hazards pose significant threats to people, the environment, and the community, as well as increase our risks of economic impacts and losses.

Policy or Legislation:

The newly adopted provincial [Emergency and Disaster Management Act](#)² (EDMA) requires that local emergency plans include all four pillars of emergency management: mitigation, preparedness, response, and recovery. Aligning with leading international guidance, the [UN Sendai Framework for Disaster Risk Reduction](#)³, EMDA specifically outlines that effective emergency management includes disaster risk reduction strategies that proactively plan for and reduce risks. The legislation follows international best practices and supports strategies that increase preparedness and resilience. EMDA requires that local emergency management plans include measures “to mitigate the effects of emergencies on people, animals, places, and things that are vulnerable”. The development of a secondary road will reduce local vulnerabilities and improve resiliency, as directed by the new legislation.

¹ <https://www.publicsafety.gc.ca/cnt/rsracs/pblctns/mrgncy-mngmnt-strtg/mrgncy-mngmnt-strtg-en.pdf>

² <https://www.bclaws.gov.bc.ca/civix/document/id/bills/billscurrent/4th42nd:gov31-1>

³ https://www.preventionweb.net/files/43291_sendaimrameworkfordrren.pdf



SUNSHINE COAST REGIONAL DISTRICT

AVICC BACKGROUNDER FOR ENGAGEMENT WITH LOCAL GOVERNMENTS WITH RESPECT TO ROAD NETWORK PLANNING

I. BACKGROUND:

At the Sunshine Coast Regional District Regular Board meeting of January 25, 2024, the following resolution was adopted:

021/24 THAT the report titled 2024 Resolutions to AVICC be received for information;

AND THAT the following proposed resolutions be adopted and forwarded for consideration at the 2024 AVICC Annual General Meeting and Convention:

Engagement with Local Governments with Respect to Road Network Planning

WHEREAS the Ministry of Transportation and Infrastructure lacks the funding, staffing and mandate to plan overall road networks in unincorporated areas and to proactively deal with transportation and development planning issues in the "fringe" interface areas of municipalities and regional districts;

AND WHEREAS problems with runoff from roads and development are increasingly severe across the province, and are significantly impacted by the Ministry of Transportation and Infrastructure decisions around subdivision approvals and road infrastructure;

AND WHEREAS the Ministry of Transportation and Infrastructure does not proactively engage with local governments on future planning and maintenance of numbered routes that run through municipalities and often through downtown cores:

THEREFORE BE IT RESOLVED that the province direct and fund the Ministry of Transportation and Infrastructure to engage with local governments on overall road network planning and subdivision planning in order to improve decision-making to reduce cumulative negative impacts on communities.

II. Discussion:

The SCRD is advocating for UBCM to work with the Ministry of Transportation (MoTI) and Infrastructure to increase funding, staffing or mandate to plan overall road networks in unincorporated areas and to proactively engage with local governments on planning and maintenance of numbered routes that run through municipalities to avoid problems with runoff from roads and development as these are significantly impacted by MoTI decisions around subdivision approvals and road infrastructure.



SUNSHINE COAST REGIONAL DISTRICT

AVICC BACKGROUNDER FOR FREE TRANSIT FOR STUDENTS

I. BACKGROUND:

At the Sunshine Coast Regional District Regular Board meeting of January 25, 2024, the following resolution was adopted:

019/24

Recommendation No. 8 *Association of Vancouver Island and Coastal Communities (AVICC) Resolutions*

THAT the report titled Association of Vancouver Island and Coastal Communities (AVICC) Resolutions be received for information;

AND THAT the draft AVICC resolutions...Free Transit for Students, be adopted as amended as follows:

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;

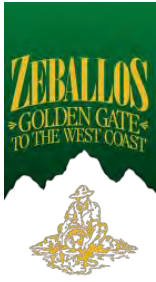
AND WHEREAS expanding eligibility to those in grade 12 and under would promote equitable access to transit despite economic disparity amongst youth and families in BC:

THEREFORE BE IT RESOLVED that UBCM request the province to expand the fare free transit program for youth in grade 12 and under.

II. Discussion:

The Province, BC Transit and local government partners all share an interest in building a culture of transit ridership and reducing greenhouse gas emissions. In 2021, the Province of BC provided BC Transit funding for the benefit of local government partners for foregone revenue in conjunction with fares being lowered to zero for children ages 12 and under.

The SCRDR is advocating for UBCM to work with the Province to increase the funding allotment to support the provision of free transit for individuals in grade 12 and under.



VILLAGE OF ZEBALLOS

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Legislative Changes Consultation Process

WHEREAS the Province of British Columbia implements changes to legislation in anticipation of providing benefit to *all* British Columbians;

AND WHEREAS not all rural, remote communities are provided with capacity to fulfil new legislative requirements;

THEREFORE BE IT RESOLVED that AVICC & UBCM request that the Province provide a more fulsome consultation process with municipalities of all sizes prior to making sweeping legislative changes.

Zeballos Council Resolution: **020/2024**

Background:

During the pandemic, and post-pandemic, much of the labour force went into retirement. Local governments and private enterprise are both still struggling to meet demands in the face of the labour shortage. Yet, over the last 2-3 years, local governments workloads have significantly increased due to Provincial legislative and service delivery changes. Although well meaning, these sweeping changes are not necessarily applicable to all local governments, nor do all local governments have access to the means to meet these new requirements. Although appreciated, the financial incentives do not necessarily meet the capacity requirements.

Background:

The Village of Gold River has limited vacant land available for sale. Individuals have approached the village in their search for land to build on with no success. In 2023, 12.2% of residential properties in the village are currently undeveloped.

Property owners seem content to sit on these properties and not develop them even though there is demand for vacant land to build on.

The speculation and vacancy tax only applies to developed properties and is not province wide. Having a separate assessment class for vacant land would provide all municipalities with a simple option to tax these vacant, non-productive properties at a higher rate.

This change to assessment classes would provide incentive for development by increasing costs of sitting on vacant lands. Municipalities would benefit by an increased tax base through the development of new housing, but this is hindered because most developable land is held as a speculative investment. The B.C. provincial government already has a speculation and vacancy tax, a tax “based on how owners use residential properties in areas of B.C. affected most by the current housing shortage crisis. This resolution seeks to encourage development and make housing more affordable and attainable to the residents of Gold River and all British Columbians. If, like the speculation and vacancy tax, Municipalities were able to charge up to an extra 2% (though we would prefer to leave this number open for municipalities to decide), it would generate increased tax revenue for cash strapped municipalities at the expense of only those contributing to vacancies in the community.

Municipalities already have a tool at our disposal to increase property taxes but it is the wrong tool, and that is the introduction of a minimum property tax. Although this too would have a similar effect of encouraging development and increasing tax revenue, it would also have the negative effect of harming lower income families living in properties whose annual property taxes are below a set minimum (eg. \$1,000). Like a lot of municipalities, the Village of Gold River has a trailer park where property taxes largely exist in the \$300 range. The proposed resolution seeks to tax the wealthy who contribute to the housing crisis due to speculative investments, not the moms and pops who seek affordable housing and need no extra help in making life more expensive.

In addition, there is a limited number of properties available for rent, with the same underlying problem that no land is available for sale for development of rental properties.



Date: January 9, 2024

File No: 0390-20-AVICC

RESOLUTION for Consideration by Delegates at the AVICC 2024 AGM & Convention Enhancing Communications for Municipal Fire Departments Responding to Motor Vehicle Incidents

In alignment with Council's *2023-2027 Corporate Strategic Plan* and the goals of "fostering a complete community that is safe, healthy and inclusive" and ensuring the "provision and maintenance of quality services" Council for the City of Port Alberni is submitting the attached resolution for consideration.

Municipal fire departments play a crucial role in responding to motor vehicle incidents outside of fire protection boundaries on behalf of Emergency Management and Climate Readiness. However, many of the areas where these incidents occur lack adequate communications infrastructure, posing significant challenges to the safety and effectiveness of responders. This backgrounder aims to support the resolution proposed urging the Province of British Columbia to provide modern and reliable communications, such as Starlink, to responding agencies.

1. **Municipal Fire Department Response:** Municipal fire departments are often called upon to respond to motor vehicle incidents outside of their fire protection boundaries. These incidents may occur in remote or rural areas where specialized resources and expertise are required. Municipal firefighters are trained and equipped to handle these situations, ensuring the safety of individuals involved and minimizing the potential risks.
2. **Inadequate Communications Infrastructure:** One of the significant challenges faced by municipal fire departments is the lack of adequate communications infrastructure in the areas they respond to. In some cases, there may be no communications at all, making it difficult for responders to coordinate their efforts, request additional resources, or seek assistance from other agencies. This lack of communication hampers the effectiveness and efficiency of response operations, potentially compromising the safety of both responders and the public.
3. **Responsibility for Health and Safety:** Both Emergency Management and Climate Readiness and the municipality have a shared responsibility for the health and safety of responders. It is essential to provide responders with the necessary tools and resources to carry out their duties effectively and safely. Reliable communications play a vital role in ensuring the well-being of responders, enabling them to communicate critical information, coordinate their actions, and request assistance when needed.

To address the challenges posed by inadequate communications infrastructure, the City of Port Alberni proposes the following:

1. **Provision of Modern, Reliable Communications:** That AVICC and UBCM urgently request the Province of British Columbia to provide modern and reliable communications, such as Starlink, to responding agencies that are handling motor vehicle incidents on the province's behalf. Starlink, a satellite internet service, offers high-speed and reliable connectivity, even in remote and underserved areas. By

providing this technology to responding agencies, the provincial government can ensure seamless communication and enhance the safety and effectiveness of responders.

2. Collaboration with Telecommunication Providers: In addition to the provision of Starlink, the Province of British Columbia should collaborate with telecommunication providers to improve overall communications infrastructure in areas where motor vehicle incidents occur frequently. This collaboration can involve expanding coverage, improving network reliability, and exploring innovative solutions to address communication challenges in remote and underserved areas.

The lack of adequate communications infrastructure in areas where municipal fire departments respond to motor vehicle incidents poses significant challenges to the safety and effectiveness of responders. The proposed resolution requests that AVICC and UBCM urge the Province of British Columbia to provide modern and reliable communications, such as Starlink, to responding agencies. By doing so, the provincial government can enhance the safety and efficiency of response operations, ensuring the well-being of responders and the effective management of motor vehicle incidents.

Attachments:

Appendix 'A' | Telus Coverage Map in BC

Appendix 'B' | Rogers Coverage Map on Vancouver Island

Yours truly,
CITY OF PORT ALBERNI

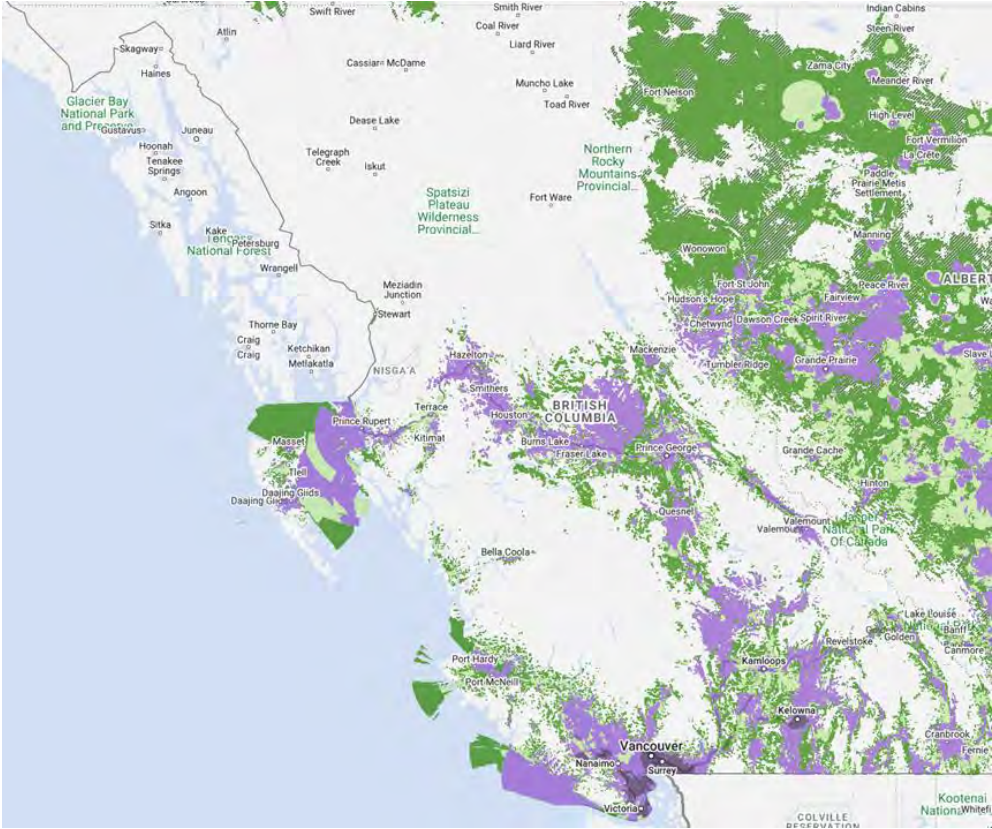


Sharie Minions
Mayor

c: City Council
M. Fox, CAO
D. Monteith, Director of Corporate Services
UBCM Member Municipalities

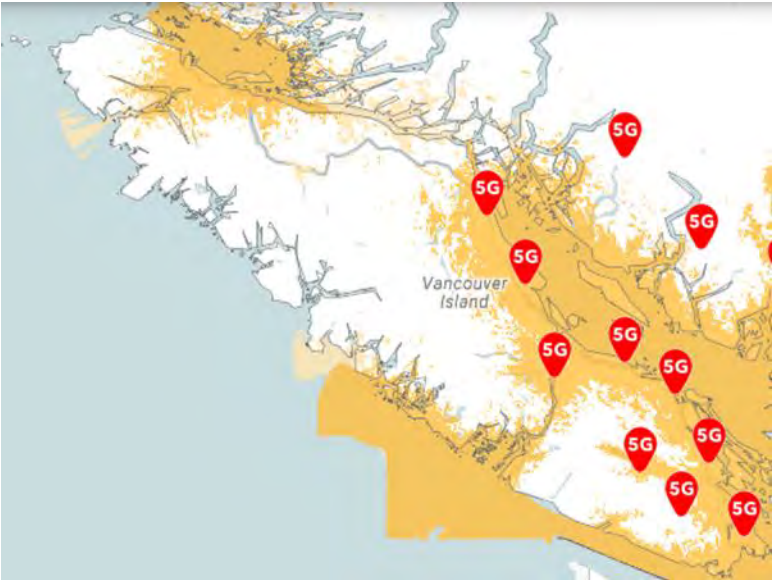
Appendix 'A'

Telus Coverage Map in BC



Appendix 'B'

Rogers Coverage Map on Vancouver Island





Date: January 16, 2024

File No: 0390-20-AVICC

RESOLUTION for Consideration by Delegates at the AVICC 2024 AGM & Convention Increased Funding for Rural Colleges

In alignment with Council's *2023-2027 Corporate Strategic Plan* and the goals of "fostering a complete community that is safe, healthy and inclusive" and ensuring the "provision and maintenance of quality services" Council for the City of Port Alberni is submitting the attached resolution for consideration.

Colleges in rural British Columbia play a crucial role in providing accessible and high-quality education and training opportunities for students across the province. These institutions serve as vital resources for individuals who may not have access to training or education in more urban areas. However, rural colleges face unique challenges, including rising operating costs, growing student populations, and the need to adapt to changing industry needs. Adequate funding is essential to ensure that rural colleges can continue to provide quality education, support student success, and meet the evolving needs of students and industries.

1. Accessibility and Proximity:

Rural colleges in British Columbia provide education and training opportunities closer to home for individuals who may not have the means or ability to access training in more heavily populated areas. These colleges serve as a lifeline for students in rural communities, allowing them to pursue post-secondary education without the need to relocate. By increasing funding for rural colleges, the Province of British Columbia can ensure that individuals in these areas have equal access to quality education and training, regardless of their geographical location.

2. Meeting Unique Challenges:

Rural colleges face specific challenges that differ from their counterparts in more urban areas. Distance and smaller student populations make it more difficult for rural colleges to meet the same requirements and standards as colleges in heavily populated areas. Adequate funding is necessary to address these challenges and ensure that rural colleges have the resources and support they need to provide high-quality education and training. By increasing funding, the Province of British Columbia can help bridge the gap between rural and urban colleges, ensuring that all students have access to the same opportunities.

3. Adapting to Changing Industry Needs:

Industries are constantly evolving, and colleges must adapt their programs and curriculum to meet the changing demands of the job market. Rural colleges play a crucial role in providing training and education that aligns with the specific needs of industries in their regions. However, adapting to these changing needs requires adequate funding to update programs, invest in modern equipment and technology, and provide professional development opportunities for faculty. By increasing funding for rural colleges, the Province of British Columbia can ensure that students in these areas receive the training and education necessary to succeed in their local job markets.

4. Supporting Economic Development:

Investing in rural colleges has a significant impact on the economic development of rural communities. By providing accessible education and training, rural colleges contribute to the development of a skilled workforce, attracting investment and driving economic growth. Additionally, these colleges often collaborate with local businesses and industries, fostering innovation, entrepreneurship, and job creation. By increasing funding for rural colleges, the Province of British Columbia can support the economic development of rural communities and ensure their long-term sustainability.

Rural colleges in British Columbia play a vital role in providing accessible and high-quality education and training opportunities for students in rural communities. However, these colleges face unique challenges and require increased funding to meet the evolving needs of students and industries. By increasing funding for rural colleges and developing a standard of college funding that reflects the real costs of providing training and education in rural British Columbia, the Province of British Columbia can ensure that all students have equal access to quality education, support student success, and contribute to the economic development of rural communities.

Yours truly,
CITY OF PORT ALBERNI



Sharie Minions
Mayor

c: City Council
M. Fox, CAO
D. Monteith, Director of Corporate Services
UBCM Member Municipalities