

VILLAGE OF BELCARRA REGULAR COUNCIL AGENDA VILLAGE HALL September 4, 2018 7:30 PM



COUNCIL

Mayor Ralph Drew Councillor Bruce Drake Councillor Jennifer Glover Councillor Perry Muxworthy Councillor Jamie Ross

1. CALL TO ORDER

Mayor Ralph Drew will call the meeting to order.

2. APPROVAL OF THE AGENDA

2.1 Regular Council Meeting, September 4, 2018

Recommendation:

That the agenda for the Regular Council Meeting, September 4, 2018 be approved as circulated.

3. ADOPTION OF MINUTES

3.1 Regular Council Meeting, July 23, 2018

Recommendation:

That the minutes from the Regular Council Meeting held July 23, 2018 be adopted.

4. DELEGATIONS AND PRESENTATIONS

5. REPORTS

5.1 <u>Nancy Gomerich, NG Consulting</u>, dated September 4, 2018 regarding 2018 Mid Year Financial Forecast Report

Recommendation:

That the 2018 Mid Year Financial Forecast Report, be received for information; and That the forecast deficit for the General Fund, as detailed in this Report, be approved; and

That a Third Quarter Financial Forecast Report not be prepared, given the timing of this mid-year report and the upcoming Municipal Election.

5.2 <u>Lorna Dysart, Chief Administrative Officer</u>, report dated September 4, 2018, regarding Village of Belcarra Fees & Charges Bylaw No. 517, 2018 Amendment Bylaw No. 524, 2018

Recommendation:

That "Village of Belcarra Fees & Charges Bylaw No. 517, 2018 Amendment Bylaw No. 524, 2018" be read for a First, Second and Third time.

5.3 <u>Lorna Dysart, Chief Administrative Officer</u>, verbal report dated September 4, 2018 regarding cancellation of October 9, 2018 Council Meeting

Recommendation:

That the Council Meeting scheduled for Tuesday, October 9, 2018 be cancelled.

5.4 <u>Bernie Serné, Superintendent of Public Works</u>, report dated September 4, 2018 regarding Watson and Tatlow Trail Construction Update

Recommendation:

That the Watson and Tatlow Trail Construction Update be received for information.

5.5 <u>Paul Wiskar, Building Inspector</u>, verbal report dated September 4, 2018 regarding Building Envelope Update

Recommendation:

That the Building Envelope Update be received for information.

6. REPORTS FROM MAYOR AND PROJECT LEADS

- 7. BYLAWS
- 8. CORRESPONDENCE / PROCLAMATIONS

Recommendation:

That correspondence items 8.1 to 8.15 be received.

ACTION ITEMS

 8.1 <u>Gabryel Joseph, Corporate Officer, City of Port Coquitlam</u>, dated August 3, 2018, letter to Jody Robertson, Corporate Secretary, E-Comm 911 regarding City of Port Coquitlam Resolution Letter regarding E-Comm Board of Directors Designate – 2018 – 2109 Term

Motion to Rescind:

That the motion approved at the Regular Council Meeting held on dated April 9, 2018 be rescinded:

"That Council support the nomination of Councillor Mary Trentadue from New Westminster for appointment to the E-Comm Board of Directors for the 2018 – 2019 term, as a representative for Belcarra, Coquitlam, New Westminster, Port Coquitlam and Port Moody."

Recommendation:

That Council support the nomination of Councillor Brent Asmundson from the City of Coquitlam for appointment to the E-Comm Board of Directors for the 2018 – 2019 term, as a representative for Belcarra, Coquitlam, New Westminster, Port Coquitlam and Port Moody.

8.2 <u>Jessie Christophersen, Information Services Assistant, Recycling Council of BC,</u> dated August 22, 2018, regarding Waste Reduction Week.

Recommendation:

That Council declare October 15 - 21, 2018 as Waste Reduction Week in the Village of Belcarra.

INFORMATION ITEMS

- 8.3 <u>Sasamat Volunteer Fire Department</u>, Board of Trustees Meeting Minutes of July 5, 2018
- **8.4** <u>Honourable Carole James, Minister and Deputy Premier</u>, dated July 26, 2018 regarding the Provincial Residential Class School Property Tax Rate.
- 8.5 <u>Greg Moore, Chair, Metro Vancouver Board</u>, dated July 26, 2018 regarding Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment Request from the Township of Langley Williams Neighbourhood Plan (full report available in the Village office)
- 8.6 <u>Greg Moore, Chair, Metro Vancouver Board and Heather Deal, Chair, Metro</u> <u>Vancouver Regional Parks Committee</u>, dated July 30, 2018 regarding Regional Parks Land Acquisition 2050 (full report available in the Village office)
- **8.7** <u>Michael Davies, Vice President, Operations, Kinder Morgan Canada</u>, dated August 2, 2018 regarding letter to Mayor Lois Jackson, the Corporation of Delta regarding Response to Concerns About Oil Spill Response
- 8.8 <u>Dianne Stebner, Branch Manager, Tri-Cities Branch, BC SPCA and Nancy Maloney</u> <u>& Bruce Landon, Community Council Members, BC SPCA</u>, dated August 9, 2018 regarding BC SPCA Paws for a Cause Presented by Hill's® Science Diet® (Tri-Cities Walk 2018)
- **8.9** a) <u>Donna Smallpiece, Belcarra Resident</u>, dated August 10, 2018 to Neal Carley, Metro Parks regarding Belcarra Regional Park and Metro Proposed Design for Belcarra South

b) <u>Neal Carley, General Manager, Parks, Planning and Environment, Metro</u> <u>Vancouver</u>, dated August 16, 2018 response regarding Belcarra Regional Park and Metro Proposed Design for Belcarra South

- 8.10 <u>Ralph Drew, Mayor, Village of Belcarra</u>, letter to Neal Carley, General Manager, Parks, Planning and Environment, Metro Vancouver, dated August 14, 2018 regarding Belcarra Regional Park – Vehicle Management Strategies
- 8.11 <u>Neal Carley, General Manager, Parks, Planning and Environment, Metro Vancouver,</u> dated August 23, 2018 regarding Dangerous Parking Situation on Bedwell Bay Road

REGULAR COUNCIL AGENDA

- 8.12 <u>Tara Faganello, Assistant Deputy Minister, Local Government Division, Ministry of</u> <u>Municipal Affairs & Housing and Gary MacIsaac, Executive Director, Union of BC</u> <u>Municipalities</u>, dated August 15, 2018 regarding Greenhouse Gas Emissions
- **8.13** <u>Jonathan Van Barneveld, Acting Mayor, District of Houston</u>, dated August 14, 2018, letter to the Honourable Carole James, Minister of Finance and Deputy Premier regarding Employer Health Tax Impact on Local Government
- 8.14 <u>Steve Higginbottom, Community Relations Coordinator, Lower Mainland, BC Hydro,</u> dated August 24, 2018 regarding BC Hydro Beautification Fund
- 8.15 <u>Jacque Killawee, City Clerk, City of New Westminster</u>, dated August 29, 2018 regarding letter to Jody Robertson, Executive Director, Corporate Communications and Governance and Corporate Secretary, E-Comm Board of Directors regarding E-Comm Board of Directors Designate – 2018-2019 Term

9. NEW BUSINESS

10. PUBLIC QUESTION PERIOD

11. RESOLUTION TO CLOSE MEETING

That the September 4, 2018 Regular meeting of Council be closed pursuant to the Community Charter Section 90 (1) "A part of a Council meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:

(a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality."

12. ADJOURNMENT

Recommendation:

That the September 4, 2018, Regular Meeting be adjourned.



VILLAGE OF BELCARRA REGULAR COUNCIL MINUTES VILLAGE HALL July 23, 2018



Minutes of the Regular Council Meeting for the Village of Belcarra held July 23, 2018 at the Municipal Hall, 4084 Bedwell Bay Road, Belcarra, BC.

Council in Attendance

Mayor Ralph Drew Councillor Bruce Drake Councillor Jennifer Glover Councillor Perry Muxworthy Councillor Jamie Ross

Staff in Attendance

Lorna Dysart, Chief Administrative Officer Paula Richardson, Administrative Services Assistant

Absent

Bernie Serné, Superintendent of Public Works

1. CALL TO ORDER

Mayor Drew called the meeting to order at 7:32 pm.

2. APPROVAL OF THE AGENDA

2.1 Regular Council Meeting, July 23, 2018

Moved by:	Councillor Drake
Seconded by:	Councillor Glover

That the agenda for the Regular Council Meeting, July 23, 2018 be approved as circulated.

CARRIED

3. ADOPTION OF MINUTES

3.1 Regular Council Meeting, June 18, 2018

Moved by:	Councillor Glover
Seconded by:	Councillor Muxworthy

That the minutes from the Regular Council Meeting held June 18, 2018 be adopted.

CARRIED

4. DELEGATIONS AND PRESENTATIONS

4.1 <u>Jill Wurflinger; Cedric Burgers, Architect AIBC; John Richardson, Barrister (retired)</u>, regarding Rowing Canada Aviron (RCA) National Training Centre Proposal for Buntzen Lake

Cedric Burgers made a presentation on a proposal from Rowing Canada Aviron (RCA) for a National Training Centre at Buntzen Lake. He outlined the requirements for a

qualifying location for the National Training Centre including year round access to the water with a minimum 2000m buoyed rowing course. Buntzen Lake meets the requirements and has the additional advantage of access to medical, nutritional and therapeutic support personnel as well as close proximity to transportation and social facilities.

John Richardson provided a description of the proposal to date including a presentation made to the Village of Anmore Council. In addition, preliminary contact has been made with theTsleil Waututh First Nation and the BC Ministry of Forest, Lands and Natural Resources.

A letter of support, in principle, is being requested for the National Training Centre proposal at Buntzen Lake.

Discussion ensued with Council asking pertinent questions.

Moved by:	Councillor Ross
Seconded by:	Councillor Drake

That the Village of Belcarra support, in principal, the proposal to establish a National Training Centre for National Athletes of Rowing Canada Aviron (RCA) at Buntzen Lake; and

That a copy of the letter be sent to BC Hydro, the Tsleil Waututh First Nation, and Mayor and Council members of the Village of Anmore, the City of Port Moody, the City of Coquitlam and the City of Port Coquitlam.

CARRIED

Mayor Drew called a 10 minute recess at 8:15 pm. The meeting reconvened at 8:25 pm.

5. **REPORTS**

5.1 <u>Bernie Serné, Superintendent of Public Works</u>, report dated July 23, 2018 regarding a Multi Use Court Geotechnical Review

Lorna Dysart, Chief Administrative Officer, outlined the report. Discussion ensued.

Moved by: Councillor Ross Seconded by: Councillor Glover

That Council receive the Geotechnical Review letter dated May 15, 2018 and the Geotechnical Exploration report dated June 21, 2018 from Kontur Geotechnical Consultants regarding the Multi Use Court (MUC) repair and / or replacement, for information purposes; and

That the Multi Use Court repair and / or replacement be forwarded for consideration with the 2019 budget.

CARRIED

5.2 <u>Bernie Serné, Superintendent of Public Works</u>, report dated July 23, 2018 regarding 3 Ton Plow Truck Purchase

Lorna Dysart, Chief Administrative Officer outlined the report.

Moved by:	Councillor Muxworthy
Seconded by:	Councillor Glover

That Council approve the purchase of a new 3 Ton Plow Truck for Public Works, complete with an extra plow and auto-chains at a cost of \$120,000.00 taxes included, funded from the Equipment Reserve Budget.

CARRIED

5.3 <u>Lorna Dysart, Chief Administrative Officer</u>, verbal report regarding Traffic and Parking Regulation Update

L. Dysart provided an overview of the Traffic and Parking Regulation Bylaw enforcement noting that 120 warning tickets have been issued to date. The Bylaw Enforcement Officer, who reports to L. Dysart, works Saturday, Sunday and Statuary Holidays. It was noted that certain staff are also designated as Bylaw Enforcement Officers and that L. Dysart will assume the Screening Officer duties.

Input has been received from residents with regard to parking signs in the Village. Signage has been reviewed upon request. Compliments have been received from residents regarding the Bylaw Enforcement Officer. Seventy seven Resident Parking Permits have been issued to date.

Moved by:	Councillor Glover
Seconded by:	Councillor Ross

That the verbal report regarding the Traffic and Parking Regulation Bylaw Enforcement Update be received for information.

CARRIED

Moved by:	Councillor Drake
Seconded by:	Councillor Glover

That full enforcement of the Traffic and Parking Enforcement Bylaw commence on August 11, 2018.

CARRIED

Moved by: Councillor Ross Seconded by: Councillor Muxworthy

That a letter be written to the City of Port Moody Mayor and Council, the Port Moody Police and Metro Vancouver Parks with a copy to the RCMP to express concern regarding the parking situation on the West side of Sasamat Lake on both sides of Bedwell Bay Road.

CARRIED

6. REPORTS FROM MAYOR AND PROJECT LEADS

6.1 Mayor's Report – SVFD Now Has a Ladder Truck

7. BYLAWS

No items presented.

8. CORRESPONDENCE/PROCLAMATIONS

Moved by: Councillor Ross Seconded by: Councillor Drake

That correspondence item 8.1 – 8.13 be received.

ACTION ITEMS

8.1 <u>Vanessa Woznow, Marketing & Communications Strategist, United Way of the Lower</u> <u>Mainland</u>, dated July 9, 2018 regarding a declaration of September 20, 2018 as "United Way Day" in the Village of Belcarra

Moved by: Councillor Drake Seconded by: Councillor Glover

That Council declare September 20, 2018 as "United Way Day" in the Village of Belcarra.

INFORMATION ITEMS

CARRIED

8.2 <u>John McEwen, Mayor, Village of Anmore</u>, dated June 11, 2018 regarding Proposed Regional Development Cost Charges for Transportation (TransLink)

Discussion ensued with regard to the letter regarding the Proposed Regional Development Cost Charges for Transportation (TransLink). Councillor Ross will contact Mayor McEwen to discuss the correspondence dated June 11, 2018.

- **8.3** <u>2018 Port Moody Senior Secondary AfterGrad Committee</u>, dated June 2018 regarding Certificate in Appreciation of Support for the 2018 After Grad Celebration
- 8.4 <u>Rebecca Bishop, Program Officer, Local Government Program Services, UBCM</u>, dated June 18, 2018 regarding 2018 Emergency Operations Centres & Training Approval and Terms & Conditions
- **8.5** <u>Honourable Mike Farnworth, Minister of Public Safety & Solicitor General</u>, dated June 20, 2018 regarding Human Trafficking in BC Municipalities
- **8.6** <u>Greg Moore, Mayor, City of Port Coquitlam</u>, dated June 27, 2018 regarding City of Port Coquitlam 2017 Annual Report (full report available in the Village office)
- **8.7** <u>Geoff Doerksen, Air Quality Planner, Metro Vancouver</u>, dated July 3, 2018 regarding Air Quality Monitoring Report for 2016 (full report available in the Village office)
- 8.8 <u>Jonathan Barry, Executive Director Child Care Capital, Community, and ECE Registry</u> <u>Services, Ministry of Children and Family Development</u>, dated July 6, 2018 regarding Childcare BC New Spaces Fund Announcement
- **8.9** <u>Bill Miller, Chair, Regional District of Bulkley-Nechako</u>, letter to The Honourable Catherine McKenna, Minister of Environment and Climate Change Canada, dated July 10, 2018 regarding Support of the Province of B.C.'s Caribou Recovery Program
- 8.10 <u>Oliver Grüter-Andrew, President and CEO, E-Comm 911</u>, dated July 10, 2018 regarding E-Comm 911 2017 Annual Report (full report available in the Village office)
- 8.11 <u>Jack Froese, Mayor, Township of Langley</u>, letter to The Honourable John Horgan, Premier of BC, dated July 10, 2018 regarding Moratorium Facilities Growing Cannabis on Township of Langley Lands
- **8.12** <u>Mike Clay, Mayor, City of Port Moody</u>, dated July 12, 2018 regarding Eagle Ridge Hospital Site Emergency Room Expansion
- 8.13 <u>Walt Cobb, Mayor, City of Williams Lake</u>, regarding letter to The Honourable Carole James, Minister of Finance and Deputy Premier, dated July 17, 2018 regarding Employer Health Tax Impact on Local Government

9. NEW BUSINESS

10. PUBLIC QUESTION PERIOD

<u>Deborah Struk, 4575 Belcarra Bay Road</u>, queried with regard to the working hours of the Bylaw Enforcement Officer.

11. ADJOURNMENT

Moved by:Councillor RossSeconded by:Councillor Glover

That the July 23, 2018 Regular Meeting be adjourned at 9:20 pm.

CARRIED

Certified Correct:

Ralph Drew Mayor Lorna Dysart Chief Administrative Officer





COUNCIL REPORT

Date: September 4, 2018

From: Nancy Gomerich, BBA, CA, NG Consulting

Subject: 2018 Mid Year Financial Forecast Report

Recommendation

That the 2018 Mid Year Financial Forecast Report, be received for information; and That the forecast deficit for the General Fund, as detailed in this Report, be approved; and That a Third Quarter Financial Forecast Report not be prepared, given the timing of this mid-year report and the upcoming Municipal Election.

Purpose

To provide a forecast of 2018 revenue and expenses and analysis of related budget variances.

Background

A requirement of Financial Policy *195 Financial Plan-Amendment, Monitoring & Control* is the preparation of a mid year and 3rd quarter report that compares budgeted revenues and expenses against forecasted actuals.

Discussion

<u>Summary</u>

Fiscal 2018 operations are forecast to result in a deficit of \$33,480, as compared to a budgeted deficit of \$23,724. The annual forecast deficit is 1.78% of 2018 budgeted operating expenses.

The annual forecast deficit of \$33,480 is a <u>negative</u> variance (i.e. is worse than) budget by \$9,757 (\$23,724 - \$33,480). Summarized by Fund:

	Forecast Annual (De	eficit) / Surplus 2018 Forecast	Variance (Over) / U	Inder Budget	
Fund	2018 Budget	Actual	\$	% *	
General Fund	6,033	(26,926)	(32,960)	-2.60%	
Water Fund	(29,401)	(9,682)	19,720	3.92%	
WARD Fund	(356)	3,127	3,483	3.13%	
TOTAL	(23,724) (33,480)		(9,757)	-0.52%	
* As a percentage of total budgeted expenses.					

The variances are due to differences in forecast and budgeted revenues and expenses, in a number of areas.

A summary of the most significant variances (from budget) are:

General Fund

- Lower building permit revenues, offset in part by lower building inspection costs (overall short-fall of about \$14,000);
- Lower Drainage Study expense and related grant (grant is unlikely to be approved, resulting in project deferral to the 2019 budget process);
- Higher administration staff salaries and benefits due to additional staffing support needs (about \$8,000);
- Lower maintenance costs in a variety of areas: municipal hall, vehicles & equipment, MRN roads, and trails; and
- Planning Support Services work (about \$37,000) not budgeted for, but approved mid-year by Council.

Water Fund

- Higher water purchase expenses due to very warm summer (about \$8,000);
- Lower one-time environmental and monitoring works (\$15,000);
- Lower planned periodic maintenance works on the Strathcona Valve Station (about \$8,500); and
- Various lower expected maintenance works in a variety of areas due to significant related works in the prior year.

WARD Fund

- Lower WARD depot attendant costs (about \$10,000); and
- Two curbside chipping events (about \$5,700) not budgeted for.

As ultimately required, any resulting fund deficit, will be funded from the respective funds surplus balance, which has been built up in prior years due to budget surpluses/positive variances.

Refer to the Forecast Statement of Operations and supporting Individual Fund Statements, for further details and explanations of variances (Attachments A and B).

Capital Expenditures

Capital expenditures do not show up on the forecast Statement of Operations as they are only expensed when consumed/used (i.e. ultimately they will become amortization expense). Refer to the Forecast Statement of Capital Expenditures for a comparison of budgeted and forecast actuals (Attachment C).

Compliance with Policy 195

Policy 195* provides staff with the ability to manage each Funds operating budget to the "bottom-line" (i.e. to budgeted net expenses), and to exceed project and/or capital budgets within specified limitations. All exceptions to the requirements of Policy 195 must be approved, ideally in advance, by Council.

Required approvals from Council are requested during the year via separate Report(s) from staff, or as part of the mid-year and/or 3rd quarter, Financial Forecast Reports.

The requirements of Policy 195 have, or are forecast to be met, with the exception that the General Fund is expected to have net expenses that will exceed budget by \$32,959. This is primarily due to Planning Support Services work (about \$37,000) not budgeted for, but approved mid-year by Council.

* Summary of the main sections of Policy 195, for reference:

Section 1: Operating Budgets

Actual net expenses (i.e. revenues less expenses) for each Fund (General, WARD and Water) will not exceed budgeted net expenses for each Fund.

Expenses to be funded from reserves or surplus may exceed budget to a maximum of the lessor of \$10,000 or 20% of the budget value, provided that sufficient reserves or surplus is available to fund the additional expense.

Section 2: Capital Budgets

Actual capital expenditures for each Fund (General, WARD and Water) will not exceed budgeted capital expenditures for each Fund.

Actual expenditures for each capital project may exceed budget by the greater of \$10,000 or 20% of the budget value.

The scope of the capital projects contained in the Financial Plan will not be significantly changed.

Attachments:

- A Statement of Operations Variance Explanations Summary
- B Statement of Operations Variance Explanations Individual Funds
- C Statement of Capital Expenditures Variance Explanations

	2018	2018	Explanations of Significant Variances
	Budget	Forecast Actual	(comparing 2018 Actual to Budget)
REVENUES	, i i i i i i i i i i i i i i i i i i i		
Municipal property taxes	687,462	688,340	
Water parcel taxes	233,498	233,498	
Grants in lieu of taxes	10,765	10,977	
Fees and charges			
WARD services	110,260	111,942	
Water services	208,647	206,501	
Water connection fees	7,380	5,730	
Transfers, conditional	163,073	117,517	
Transfers, unconditional	309,300	308,978	
Permits and licences	73,050	54,739	Mainly due to lower Building permit revenues.
Interest and actuarial	36,100	35,650	
Other revenues	17,155	13,061	Lower tax interest and penalties.
	1,856,691	1,786,933	
EXPENSES			SEE Individual Fund Statements (Attachment B)
General government services	836,468	796,487	
Transportation services	429,253	434,282	
WARD services	111,266	109,445	
Water services	503,427	480,200	
	1,880,414	1,820,413	
ANNUAL SURPLUS / (DEFICIT)	(23,724)	(33,480)	
As a % of budgeted expenses	-1.26%	-1.78%	
Under	/(Over) Budget:	(9,756)	
		-0.52%	

ATTACHMENT A - FORECAST 2018 STATEMENT OF OPERATIONS - SUMMARY - VARIANCE EXPLANATIONS

	2018 Budget	2018 Forecast Actual	Explanations of Significant Variances (comparing 2018 Actual to Budget)
REVENUE	Duuget	r orecast Actuar	(comparing 2010 Actual to Budget)
Municipal property taxes	687,462	688,341	
Grants in lieu of taxes	10,765	10,977	
Fees and charges	17,155	12,322	
Permits and licences	73,000	54,709	Building permits estimated to come in ~\$25,000 lower than budget.
Interest income	11,000	11,000	
Small Community grant	252,000	251,678	
Community Works Fund grant	54,500	54,500	
Community Works Fund grant	54,500	54,500	Lower maintenance works and lower capital grant (budget included full \$32,00
Municipal Road Natural grant	108,073	04 267	for guardrail capital BUT actual funding will be 50% or \$16,000).
Municipal Road Network grant			а I а а а а а а а а а а а а а а а а а а
Other grants	57,800	39,050	(3)
XPENSES	1,271,755	1,203,844	
General Government:			
	62,420	62 420	
Indemnities & benefits	63,420	63,130	
Council other	6,230	8,082	
Election	20,000	20,000	
Grants & projects	16,447	18,139	
Salaries & benefits	290,042		Additional support staff costs over budget (about 8,000) due to work demands
Human resources	24,197		Lower staff training and convention expenses than budgeted.
Information systems	38,687	39,688	
Municipal hall	113,372	-	Primarily due to lower office supply and maintenance expenses.
Planning	125,200	109,178	
Support services	125,747	106,314	(2)
Interest and bank charges	3,700	5,164	
Other	958	550	
Administration allocation recovery	(13,810)	(13,810)	
Amortization	22,280	22,280	
	836,468	796,488	
Transportation:			
Non-municipal road network:			
Salaries & benefits	296,113	299,580	
Vehicles, equipment & supplies	35,179	30,280	Lower repairs due to significant works done in prior year.
Public works allocation recovery	(150,699)	(150,699)	
Roads, bridges etc. (contracts)	73,240	97,478	
Trails & public spaces	7,981	-	Lower trail mtnce. and tree removal costs due to works done in prior year.
Municipal road network	76,073	65,267	
Fire protection & emergency prep.	4,646	4,646	
Amortization	86,720	86,720	
	429,253	434,282	
	1,265,721	1,230,770	
NNUAL SURPLUS / (DEFICIT)	6,033	(26,926)	
	Under/(Over) Budget:		Mainly due to unbudgeted Planning Consulting (approved by Council mid-2018)

ATTACHMENT B - FORECAST 2018 STATEMENT OF OPERATIONS - GENERAL FUND - VARIANCE EXPLANATIONS

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ATTACHMENT B – FORECAST 2018 STATEMENT OF OPERATIONS – GENERAL FUND – VARIANCE EXPLANATIONS (continued)

Notes:

	Budget	Forecast Actual	
(1)			
Zoning Bylaw Update	40,000	44,000	Zoning bylaw review and update is now complete.
			Work is dependant on a 80% FCM grant which is not yet approved, thus the
			work has not yet started. This estimate assumes the grant will be not be
			approved based on discussion with FCM staff, and that the work will be re-
Drainage Study	50,000	0	considered as part of the 2019 budget process.
			Work for geotech assessment of retaining walls. \$11,250 is funded by an
			approved UBCM Planning Grant. Work is not yet started but should be
Asset Management	30,000	24,201	completed before year end.
			Work to set up bylaw ticketing and enforcement process. Work is now
Bylaw Enforcement	5,000	4,000	complete.
			Work for various planning consulting and support services as required; Council
			approved spending upto \$5,000 per month in mid 2018; work was not budgeted
Planning consultation/services	0	36,977	for.
Other	200	0	
	125,200	109,178	
(2)			
			Work for 2019 budget and strategic plan update, 2017 audit, Actuary RFP,
Finance support services	39,490	39,490	various grant claims and reports, various other financial reports and work.
Engineering support services	10,670		Contingency budget for various engineering services.
Invasive species removal contract	5,050	5,050	Planned work completed.
Records Management		0	Deferred to 2018
Building Inspector Services	63,467	51,900	Lower expense due to lower building activity than anticipated. Note that in total
Plumbing Inspector Services	*	2,600	(building + plumbing inspection) expenses will NOT be fully supported by
			For new bylaw enforcement work not budgeted for; estimate that ticket revenue
Bylaw Enforcement Services	0	4,580	will fully offset this expense.
Other	7,070	1,194	Contingency budget for other support services.
	125,747	106,314	

(3)

For UBCM Emergency Planning Grant* (\$0 Budget; \$25,000Est.Actual)+ 80% FCM Asset Mgmt., Drainage Study Grant** (Budget \$40,000 & Est.Actual \$0) + 50% UBCM Asset Mgmt., Retaining Walls Grant* (\$15,000 Budget; \$11,250Est.Actual) + School Tax Grant* (Budget & Est.Actual \$2,800). *Grant is Approved **Unlikely to be Approved

(4)

Forecast assumes completion of the majority of "priority maintenance work" as identified by Urban Systems in the 2017 Roads Assets Management Report. Preliminary estimates suggest that actual cost may be less. Expenditure over budget will be funded via a lower transfer to the Roads Capital Reserve in 2018 than budgeted.

(5)

Lower maintenance works than budget anticipated. Forecast assumes completion of the majority of "priority maintenance work" as identified by Urban Systems in the 2017 Roads Assets Management Report.

ATTACHMENT B - FORECAST 2018 STATEMENT OF OPERATIONS - WATER FUND - VARIANCE EXPLANATIONS

	2018 Budget	2018 Forecast Actual	Explanations of Significant Variances (comparing 2018 Actual to Budget)
REVENUE	Budget	1 of could riot du	
Water levy	208,647	207,240	
Water parcel taxes	233,498	233,498	
Water connection fees	7,380	5,730	Budgeted for 12 connections, estimate is for 9.
MFA actuarial interest	23,100	23,100	
Interest	1,400	950	
	474,026	470,518	
EXPENSES			
Administration allocation	13,810	13,810	
			Forcast based on actual water usage to the end of June and GVWD actual rate
Water purchases from GVWD	68,002	76,232	increase as budgeted. Overbudget due to greater water use.
			Budget included \$15,000 for expected environmental works and monitoring, however
Environmental monitoring & VPA lease	15,277	857	inspection did not require any further works.
Public works allocation	80,822	80,822	
Utilities	6,443	7,453	
Water mains repair & maintenance	5,400	-	Budget is a contingency budget for possible required watermain repairs. Budgeted 10,000 for "one-time" maintenance work on the Stranthcona Valve Chamber,
			but only expect to spend ~\$1,500, PLUS higher than budgeted work on the Tatlow
Station repair & maintenance	13,520	7,058	
Reservoir repair & maintenance	1,050	-	Given significant works in mid 2017, no work expected in 2018.
Reserven repair a maintenance	1,000		Variety of Scada work to address a number of system issues completed in 2017,
Scada system	3,535	1,500	expect only minor works in 2018.
Materials & equipment	8,768	5,668	
Debt interest expense	128,800	128,800	
Amortization	158,000	158,000	
	503,427	480,200	
ANNUAL SURPLUS / (DEFICIT)	(29,401)	(9,682)	
			Mainly due to lower environmental and monitoring works and required work on

Under/(Over) Budget:

Mainly due to lower environmental and monitoring works and required work on19,720 Strathcona Valve Chamber.

3.92%

ATTACHMENT B - FORECAST 2018 STATEMENT OF OPERATIONS - WARD FUND - VARIANCE EXPLANATIONS

	2018 Budget	2018 Forecast Actual	Explanations of Significant Variances (comparing 2018 Actual to Budget)
REVENUE			(
Recycling & refuse fee	110,260	111,942	
Permits and licences	50	30	
Interest income	600	600	
	110,910	112,572	
EXPENSES			
Public works allocation	27,109	27,109	
Utilities	(1,500)	1,200	Budget incorrectly set as a revenue. ~\$5,700 curbside chipping costs (2 events) not budgeted for, less lower lower
Labour contracts	31,273	25,384	depot contract labour than budgeted.
Materials & equipment	4,000	2,500	
Processing & hauling fees	41,384	44,251	
Amortization	9,000	9,000	
	111,266	109,445	
ANNUAL SURPLUS / (DEFICIT)	(356)	3,127	
	Under//Over) Budget		Mainly due to lower denot lobeur costs

Under/(Over) Budget:

3,483 Mainly due to lower depot labour costs.

3.13%

ATTACHMENT C - 2018 FORECAST STATEMENT OF CAPITAL EXPENDITURES

		Forecast	
Capital Project	Budget	Actual	
General Fund Capital			
Computer Hardware & Software	5,000	2,500	Contingency Budget; Mainly laptop for new Bylaw Enforcement Officer.
			Required work is now fully assessed; Much of required work will be completed at no cost to the
Municipal Hall - Envelope/Roof Repairs	200,000	15,000	Villiage under warrenty.
Municipal Hall - Security	10,000	11,918	Work is now substantially complete.
Municipal Hall - Various Renovations	10,000	0	Intended for various interior works; Project will be carried forward to 2019 given other priorities.
Municipal Hall - Telephone System (replace)	4,000	4,000	Project not yet started, but staff hope to complete by year-end, time permitting.
			Works for antenna, 3 laptops and other emergency communications equipment; Intial budget
Emergency Preparedness Equipment	10,000	32,000	increased via approved UBCM grant of \$25,000; Project approved by Council.
Kubota (replace)		24,814	Replacement of existing Kubota; Purchase approved by Council.
Flail Mower Head (replace)	8,000	8,000	Quote obtained.
3T Pick-Up Truck (new)	120,000	120,000	Quote obtained; Purchase approved by Council.
Young Road - Turn-a-round - Road	60,000	7,500	RFP came in significantly over-budget (and did not include engineering costs), due in part due to
Young Road - Turn-a-round - Storm Sewers	30,000	✓	unknown details of retaining wall; Plan to firm up retaining wall details and then go back to RFP
Trail - Watson Road/Marine Connector	22,000	22,000	Work currently underway.
Trail - Tatlow	20,000	20,000	Work currently underway.
Sasamat Creek - Remove Log Bridge	15,000	12,000	Work currently underway.
			Investigative Report identifying various improvement/repair options and costs submitted to
			Council; Estimate for year is for incurred engineering and excavation works to support Report
Multi-Purpose Court Repairs	40,000	5,000	cost estimates only.
Bedwell Bay Road - Guardrails	32,000	32,000	Supporting 50% TransLink Grant is approved.
	586,000	316,732	
Water System Capital			
Water Meters	24,000	24,000	Purchase is complete.
			This work has not yet started and may not complete in 2018 due to current issues being
			addressed First Nations and the Port Authority; Work needs to be done for safety and mtnce.
			reasons; Estimated cost over budget as initial goal to obtain rock from Hamber Island (being
Watermain Armouring at Park	28,000	35,000	cleared for subdivision) will likely not occur due to delay in doing the works.
Other Misc. Water Capital	4,000		Contingency budget.
	56,000	59,000	
WARD Capital			
Security Cameras	0	2,500	
New Bins	5,000		May not be required.
Other Misc. WARD Capital	5,000		Contingency budget.
	10,000	2,500	





COUNCIL REPORT

Subject:	Village of Belcarra Fees and Charges Bylaw No. 517, 2018 Amendment Bylaw No. 524, 2018
From:	Lorna Dysart, Chief Administrative Officer
Date:	September 4, 2018

Recommendation

That the "Village of Belcarra Fees & Charges bylaw No. 517, 2018, Amendment Bylaw No. 524, 2018" be read a First, Second and Third time.

Purpose

To introduce hourly fees for Village of Belcarra staff time for application review on a cost recovery basis.

To clarify that fees will be charged at cost for title search, consultant legal services, consultant planning services, additional third-party consultants, newspaper advertising, and mail notification, to recover costs associated with notifying the public and reviewing development applications.

Background

The Village of Belcarra Official Community Plan provides direction to ensure the Village is economically sustainable and maintains its autonomy through sound financial and governance decisions (Section 2.2, Village of Belcarra OCP).

The Village receives fewer development and subdivision applications compared to other municipalities in the Lower Mainland. The amount of staff time and external resources varies significantly for each application. As the Village does not have a steady stream of applications at any given time, the costs associated with reviewing applications over a given time period may vary considerably.

In order to recover costs associated with development applications, Staff recommend revising the Fees and Charges Bylaw to clarify that staff time, consultant time, and other disbursements such as notification costs, will be charged back to the applicant at cost or as otherwise noted.

This change would ensure that applications requiring more time will not unduly burden the Village in terms of Staff resources and that costs for external consultant review are recovered..

Schedule 8 of the existing Fees and Charges Bylaw indicates, for example, that upon approval of a subdivision, an additional \$500 fee applies "plus any additional costs associated to the subdivision over and above the preliminary subdivision application fee."

The proposed additional text would clarify the types of costs that would be recovered during the review of various applications and provide stronger language in the Bylaw to clarify that these expenses would be borne by the applicant.

The Village Financial Consultant, Nancy Gomerich, has recommended fee recovery to ensure the operations of the Village are financially sustainable.

Council Report Lorna Dysart, Chief Administrative Officer Village of Belcarra Fees & Charges Bylaw No. 517, 2018 Amendment Bylaw No. 524, 2018 Page 2

Charging fees to recover costs for notification and reviewing applications is in practice in other municipalities in British Columbia. For example, the Resort Municipality of Whistler charges fees for staff time, title searches, notifications, legal services, and third-party consulting, as is proposed in this Report.

Staff recommend that Council adopt the proposed changes to the Bylaw to enable the Village to be more economically self-sustaining and make the Village's expenses more predictable by ensuring costs can be charged back to applicants.

Attachment:

A. Village of Belcarra Fees and Charges Bylaw No. 517, 2018, Amendment Bylaw No. 524, 2018



VILLAGE OF BELCARRA Fees and Charges Bylaw No. 517, 2018, Amendment Bylaw No. 524, 2018



An amendment bylaw to enable the Village to recover costs associated with development applications.

WHEREAS the Community Charter enables a local government to amend its bylaws from time to time;

NOW THEREFORE the Village of Belcarra Council enacts as follows:

- 1. That this bylaw be cited for all purposes as the "Village of Belcarra Fees and Charges Bylaw No. 517, 2018, Amendment Bylaw No. 524, 2018".
- 2. That the "Village of Belcarra Fees and Charges Bylaw No. 517, 2018" be amended:
 - a) By adding the following text to Schedule 8, following the "Development Application Fees" table:

In addition to the fees noted above under Schedule 8, the following fees will be applied to all applications to cover the Village costs of processing applications, including reporting, analysis, application review, inspection, and notification:

- Village professional staff: \$75 per hour
- Clerical staff: \$40 per hour
- Title search: at cost
- Consultant legal services: at cost
- Consultant planning services: at cost
- Additional third-party consultants: at cost
- Newspaper advertising: at cost
- Mail notification: at cost

Read a First Time on

Read a Second Time on

Read a Third Time on

ADOPTED by Council on

Ralph Drew Mayor Lorna Dysart Chief Administrative Officer

This is a certified a true copy of Village of Belcarra Fees and Charges Bylaw No. 517, 2018, Amendment Bylaw No. 524, 2018

Chief Administrative Officer





File No. 5400-08

COUNCIL REPORT

Date:September 4, 2018From:Bernie Serné, AScT, Superintendent of Public WorksSubject:Watson and Tatlow Trail Construction Update

Recommendation

That the Watson and Tatlow Trail Construction Update be received for information.

Background

In August of 2017, Park Solutions was contracted with to install Phase 1 of Watson Trail from Watson Road to Avalon Creek. During the same period, they also completed repairs on the upper Tatlow Trail. Avalon Creek was not crossed in 2017 as permitting was required by the Ministry of Environment and Climate Change Strategy. Permitting was received in 2018 and a culvert has been installed.

In September of 2017, Letts Environmental was hired to review the 2018 environmentally sensitive projects and procure the required permits from the Ministry of Environment and Climate Change Strategy. A creek crossing design incorporating the Watson and Tatlow Trails was submitted to the Ministry of Environment and Climate Change Strategy for approval for works to proceed between August 1 to September 15, 2018. This work is currently underway.

Urban Systems was contracted to conduct a Trail Safety Review on the repair to Tatlow Trail and the new Watson Trail in October 2017. Urban Systems prepared a review with proposed mitigation measures to further enhance safety on the trails. A list of suggested safety improvements was reviewed, and the majority of the safety improvements have been completed.

Work is proceeding on the Watson and Tatlow Trails by Park Solutions. The work is scheduled for completion by September 15, 2018. Public Works Staff are then scheduled to do annual brushing of vegetation on Watson Trail, in advance of the opening.

The Watson Trail Phase 2 work was budgeted for \$22,000. as follows: trail work \$6,800., culvert installation \$8,700., environmental permits \$1,200., with a \$600 design update.

The Middle Tatlow Trail work was budgeted for \$20,000. as follows: trail work \$14,700., environmental permits \$1,200., and approximately \$4,000 for a utility access gate installation after construction is completed in the area. Both estimates are below budget at this time.



2580 Shaughnessy Street, Port Coquitlam BC, Canada, V3C 2A8 Tel 604.927.5421 • Fax 604.927.5402 corporateoffice@portcoquitlam.ca

> RECEIVED AUG / 7 2018

August 3, 2018

FILE NO. 7010-03

Jody Robertson Corporate Secretary E-Comm Board of Directors Via Email: jody.robertson@ecomm911.ca

Dear Ms. Robertson,

Re: E-Comm Board of Directors Designate - 2018-2019 Term

This letter is to confirm that the City of Port Coquitlam Council supports the nomination of City of Coquitlam Councillor Brent Asmundson, to represent Coquitlam, Belcarra, New Westminster, Port Coquitlam, and Port Moody on the EComm Board of Directors for the 2018-2019 term.

Sincerely,

Gabryel Joseph Corporate Officer

www.portcoquitlam.ca

RECEIVED AUG 2 2 2018



Proclaim Your Support for Waste Reduction Week in Canada!

Each year the <u>Recycling Council of British Columbia</u> (RCBC) organizes BC's involvement in observing this important week. **We would like to ask all municipal councils in British Columbia to officially declare October 15th through 21st, 2018 as Waste Reduction Week in their respective communities.**

<u>Waste Reduction Week in Canada</u> is intended to raise awareness about waste and its environmental and social impacts. The theme of Waste Reduction Week, "Too Good to Waste", is meant to draw attention to the richness and diversity of the natural world and the importance of working towards ecological sustainability through waste avoidance and resource conservation.

Please join RCBC in proclaiming October 15th-21st, 2018 as National Waste Reduction Week in Canada and lending your support!

> Completed proclamations can be sent by email, fax or mail to the contact below: Jessie Christophersen Information Services Assistant Recycling Council of British Columbia #10 – 119 W. Pender Street, Van., BC V6B 1S5 E: jessie@rcbc.ca W: www.rcbc.ca

AUG / 8 2018

Thursday, July 5, 2018 7:00 – 9:00 PM Anmore Firehall 2690 East Road, Anmore

FILE ND. 7200-02

• .-

Chair:	Councilor Darrell Penner	MV Board	Р
Note Taker:	Diana Bennett	Metro Vancouver	Р
Members:	Councilor Bruce Drake	Village of Belcarra	Р
	Mayor Ralph Drew	Village of Belcarra	Р
	Councilor Jennifer Glover	Village of Belcarra	A
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	Mayor John McEwen	Village of Anmore	Р
	Councilor Kim Trowbridge	Village of Anmore	A
	Councilor Paul Weverink	Village of Anmore	Р
Staff:	Rob Nicholls	Metro Vancouver	Р
	Fire Chief Jay Sharpe	Fire Chief	Р
	District Fire Chief Dave Gregory	Anmore District Chief	Р
	District Fire Chief Jol Drake	Belcarra District Chief	A
Guest(s):			
· · ·			

## MINUTES

# Call to order 7:06pm

Item #	Item	Status
1.	Approval of Agenda: MOTION: to approve the Agenda as distributed.	
	Moved and seconded	Carried
2.	<ul> <li>Housekeeping Items and Metro Vancouver Updates:</li> <li>Firehall Seismic and Condition Review <ul> <li>The regular process for procuring services was used by Metro Vancouver.</li> <li>The successful proponent was Johnston Davidson Inc.</li> <li>Onsite meetings have been held with them.</li> <li>Rob was hoping for a high level report for tonight, but they did not have enough information to provide.</li> <li>The report will be available for a meeting in the fall.</li> <li>The cost was anticipated to be around \$40,000 but will probably be more like \$60,000 as they have also be commissioned to include costing into the report. Some of the options included is</li> </ul> </li> </ul>	

July 5, 2018

		1
• • MC	adding a suite to the fire halls or an addition of a 3 rd bay to add stability to the buildings. As a side bar, Mayor McEwen mentioned a discussion with another Mayor about the current MFA borrowing rates. He mentioned this as a possible option for financing any necessary improvements to the fire halls. Rob Nicholls will explore this option through Metro Vancouver.	
	wed and seconded	Carried
IVIO		
Bel	carra Fire Hall repairs	
•	The repairs will begin next week The money for the repairs will come from the Emergency Repair Reserves as passed by the Mayors at the MV Board meeting on May 25, 2018. A discussion was had regarding the fine tuning of the process of budgeting for reserves across MV. SVFD currently have 2 Reserves that are held and maintained by By-law.	
мс	OTION: to receive the reported updates	
Mo	wed and seconded	Carried
Up	date on new Quint	
•	After an extensive Journey, the Quint arrived at the Hall yesterday. As this was an unbudgeted expense for 2018, it was decided that the contributions to the Equipment Reserve for this year would be reduced by the amount of the purchase. The Quint had a thorough inspection through ProFire and only a couple of things were needing attention. The Transmission was rebuilt and a few Pump Seals were replaced. The ladder was inspected and tuned up. The Body Shop that was doing the painting, found some rust which was fixed. It has passed its final CVS Inspection. The decals will be affixed tomorrow to be ready for the 40 th Anniversary Celebration on Saturday.	

July 5, 2018

	- NAV SSENA Training will have a DraFire Depresentative provide	
	<ul> <li>MV SSEM Training will have a ProFire Representative provide Train the Trainer training to the SVFD Training Officer.</li> <li>The Equipment from the Retired Truck # 11 will be transferred to the Quint.</li> </ul>	
	MOTION: to receive the reported updates	
	Moved and seconded	Carried
3.	Fire Chief's Report	
	Manpower	
	We have 3 new recruits in Belcarra	
	1 member has moved to Extended Leave	
	Equipment	
	• We recently receive a donation of approximately \$7000 worth of firefighting equipment from BC Hydro that was no longer needed at Burrard Thermal. Mostly fittings and some fire hose.	
	Halls and Grounds	
	• Maintained by Municipal Staff and cleaned by Contract Cleaners.	
	Training	
	• All Fire fighters have recently toured both schools and all preplans have been reviewed.	
	Public Education	
	• Public Education continues. On June 15, 2018, six members taught the PeopleSaver course to grades 4 and 5 at Anmore Elementary. It was at this even that District Chief Drake challenged the students to a water fight on July 7, 2018.	
	Old Business	
	None.	
	Reports and Information	
	<ul> <li>We have had a total of 42 call-outs YTD.</li> <li>The majority of calls have been for Medical Aid (27 / 42)</li> <li>EHS has changed their protocols for Medical Aid calls and many other departments have noticed a decline in calls.</li> </ul>	
	MOTION: to receive the Fire Chief's Report	
	Moved and seconded	Carried

July 5, 2018

4.	New Business	
	<ul> <li>2019 Budget Review &amp; Approval</li> <li>The proposed 2019 operating budget is showing an overall reduction of approximately 8% over 2018.</li> </ul>	
	MOTION: to increase the Contribution to Reserves for 2019 by the amount of the proposed reduction for a 0% increase or reduction.	
	Moved by Mayor McEwen and seconded by Mayor Drew	Carried
	• Discussion ensued about where the 8% reduction was coming from and it was determined that the reduction was because \$40,000 was transferred from the reserves to cover the cost of the Fire Hall Seismic and Condition Report.	
	MOTION: to withdraw the motion to increase the Contribution to Reserves for 2019 by the amount of the proposed reduction for a 0% increase or reduction.	
	Moved and Seconded	Carried
	MOTION: to approve the proposed budget as presented, with minor revisions that may be necessary due to actual costs received from accounting for estimates made at time of preparation (i.e. Insurance and Corporate Allocation Amounts).	
	Move and Seconded	Carried
5.	Next Meeting	
	<ul> <li>It was decided to have a final meeting of the current Board of Trustees in order to receive the Fire Hall Seismic and Condition Report. This Board of Trustees can then provide recommendations for the next Board of Trustees.</li> <li>Next Meeting will be September 27, 2018</li> </ul>	
		L

# Meeting Adjourned at 8:06 pm



AUG 2 1 2018

July 26, 2018

362081

FILE NO. 1950-09

His Worship Mayor Ralph Drew Village of Belcarra 4084 Bedwell Bay Road Belcarra BC V3H 4P8

Dear Mayor Drew:

Thank you for your letter to my colleague Honourable Selina Robinson, regarding the provincial residential class school property tax rate. I am pleased to answer your questions. I apologize for the delay in responding.

The provincial residential class school tax rate formula was implemented in 1990 when the Province began to fully fund the school districts. This change recognized that K-12 education is a provincial responsibility and the funding for provincial schools should not depend on the tax-raising capability of individual school districts.

The residential class school tax rate formula is a compromise approach between two different views of fairness, and it results in different school tax rates for different school districts. This formula, and its inherent compromise, has been continued by various governments for over 25 years.

The first view of fairness is that tax should depend strictly on assessed value. The same tax rate should apply to every residential class property in the province. Owners of more valuable properties would pay more tax. The average home in a school district with high average assessed values would pay more tax than the average home in a school district with low average assessed values, in direct proportion to the assessed values.

The second view of fairness is that the average home in each school district should pay the same amount of school tax. This view would result in lower tax rates for school districts with high average assessed values, because the lower rates applied to the higher assessed values would yield the same tax revenue per property as would higher rates in school districts with lower average property values.

.../2

**Ministry of Finance** 

Office of the Minister and Deputy Premier Mailing Address: PO Box 9048 Stn Prov Govt Victoria BC V8W 9E2 Telephone: 250 387-3751 Facsimile: 250 387-5594 Location: 501 Belleville Street Parliament Buildings, Victoria website: www.gov.bc.ca/fin The tax rate formula uses a blend of these two views of fairness to determine the unique school tax rate in each school district.

The result of this compromise formula is that property owners in school districts with higher average assessed values have lower tax rates, but still pay somewhat more tax on a per-property basis compared to property owners in school districts with lower average assessed values. The amount paid on the average home in any school district is in between the amounts the owner would pay if the system were solely based on only the first or the second view of fairness.

The residential school tax net of home owner grants and the non-residential school tax would not in themselves come close to paying the provincial costs of K-12 education. Other provincial revenue must also be used for that purpose. Instead of fixing revenue targets to school costs, previous governments have treated the tax as part of the provincial tax mix. Since 2003, previous governments have, by policy, set school tax rates so that the average tax per property increases only by the rate of inflation as measured by the BC-CPI. In the face of quickly rising assessed values, this has meant steady declines in provincial residential school tax rates.

In your letter, you have asked why the Province uses school districts as the geographic boundary of the tax, and note that property owners in neighbouring municipalities may have different school tax rates if the properties are in different school districts. School districts were a natural choice for the geographical basis of the tax when the Province took over school taxation. They were large enough to make for a manageable tax system and small enough to reflect major regional differences in property assessment, and they were the geographic boundaries used previously.

Changing the original decision to use school districts to some other geographic basis would result in changes to provincial school taxes collected in various municipalities. However, unless the school tax is applied province wide at a single rate, properties in different tax areas will still face different tax rates, and some of those properties with different rates will be close to each other.

In your letter, you have also asked whether the compromise formula could be applied on the geographic basis of a regional district, so that a single tax rate would apply within Metro Vancouver. Within Metro Vancouver, this would shift the current tax burden more towards properties in school districts with higher average assessed values. Residential property owners in West Vancouver School District and Vancouver School District would have seen tax increases of about 33 per cent and 14 per cent respectively in 2017, while property owners in Maple Ridge/Pitt Meadows, New Westminster and Langley School Districts would see provincial school tax reductions before home owner grants of up to 26 per cent. Property owners in school districts with higher average assessed values would see the move to a regional geography for tax setting as a serious erosion of the existing compromise formula, and would argue they already pay the most tax.

As explained above, the formula was a carefully designed compromise between two competing views of fairness that has been remarkably durable since the early 1990s.

Our government is committed to tackling the housing crisis and making life more affordable for British Columbians. We released our Housing Strategy with Budget 2018 and look forward to working with local governments, the federal government and the development sector in the year ahead.

I would like to thank you again for taking the time to write.

Sincerely,

Garole James

Carole James Minister and Deputy Premier

cc Honourable Selina Robinson, Minister of Municipal Affairs and Housing



# VILLAGE OF BELCARRA

"Between Forest and Sea" 4084 BEDWELL BAY ROAD, BELCARRA, B.C. V3H 4P8 TELEPHONE 604-937-4100 FAX 604-939-5034 belcarra@belcarra.ca • www.belcarra.ca



FILE NO. 1950-09

September 11, 2017.

Hon. Selina Robinson, Minister B.C. Ministry of Municipal Affairs & Housing Parliament Buildings Victoria, B.C. V8V 1X4

via email: MAH.Minister@gov.bc.ca

Dear Ms. Robinson,

#### Re: Financial Inequity of the Provincial School Tax Levy within Metro Vancouver

I am writing to bring to the attention of your Ministry a significant issue regarding the financial inequity that the Provincial "School Tax" levy imposes on property owners in different municipalities within Metro Vancouver. I am seeking responses to the questions outlined herein, and request that the Province pursue corrective action regarding this issue.

To illustrate the inequity arising from the differing "School Tax" levies, a comparison of the "School Tax" rate applied in 2014 (see attached data) to the Village of Belcarra versus the Village of Lions Bay shows a tax rate of 1.7796 for Belcarra compared to a tax rate of 1.1804 for Lions Bay. Notwithstanding that the average assessed values of single family dwellings (SFD) are quite comparable between the two municipalities, the average home owner in Belcarra paid \$1,672 in "School Tax" in 2014 versus \$1,115 in Lions Bay, <u>a significant difference of \$557</u>.

Similarly, a comparison between West Vancouver and North Vancouver shows a "School Tax" rate of 1.1804 applied to West Vancouver in 2014 versus 1.4918 applied to North Vancouver. In other words, a house assessed at \$1.5 million in West Vancouver paid \$1,770 in "School Tax" in 2014, whereas the same house in North Vancouver paid \$2,238, <u>a difference of \$468</u>. What is the Province's rationale for applying significantly different "School Tax" rates to neighbouring municipalities within Metro Vancouver?

Currently, the Province applies a different "School Tax" rate for each of the Province's 60 school districts. However, it is important to recognise that the "School Tax" levy is <u>not</u> directly related to school district financing; rather, the "School Tax" is a source of provincial government general revenue. In other words, the "School Tax" goes directly to the provincial treasury where it is consolidated with the general revenue fund. From there the tax levy is allocated towards all provincial programs, which include healthcare, education, and social assistance. Therefore, the "School Tax" is really just a "Provincial Property Tax". This begs the question: Why is a "Provincial Property Tax" determined separately for each of the Province's 60 school districts?

...cont'd page two

September 11, 2017.

Hon. Selina Robinson, Minister B.C. Ministry of Municipal Affairs & Housing Page two, continued

Our understanding is that the Province sets a tax revenue target for residential properties equal to 10% of school expenditures. (Where did that percentage come from?) The Province then divides this amount into two equal portions. (Why?) It calculates a provincial per-household amount that raises half of this portion, and a uniform provincial tax rate to raise the other half. (Again, why?) The Province multiplies this provincial per-household amount by the number of households in a school district, and applies the uniform tax rate to the school districts assessed residential property value. The sum of these two calculations is the amount of tax revenue each school district must provide to the Province, and the Province calculates a district-specific tax rate to realize the targeted "Provincial Property Tax" revenue for the school district. This current formula for calculating the "Provincial Property Tax" is complex, arbitrary and inequitable, and needs to be based on a clear set of principles, including fairness and equity, that reflect the fact that the "Provincial Property Tax" goes to the Provincial general revenue fund.

Belcarra Council believes that the financial inequity imposed on different municipalities within Metro Vancouver by the provincial "School Tax" levy warrants corrective action by the Province, and we would appreciate receiving a comprehensive response regarding the questions raised in this letter.

Sincerely,

Ralph Drew, Mayor

Village of Belcarra

RED/

cc: Rick Glumac, MLA, Port Moody–Coquitlam (<u>rick.glumac.MLA@leg.bc.ca</u>) Belcarra Council

# MINISTRY OF COMMUNITY, SPORT AND CULTURAL DEVELOPMENT LOCAL GOVERNMENT STATISTICS SCHOOL TAX IMPACT ON A REPRESENTATIVE HOUSE – 2014

301100217	-173 1171					
MUNICIPALITY	RD	GENERAL PURPOSES RESIDENTIAL ASSESSED VALUE	TOTAL NUMBER OF HOG GRANTS	AVERAGE SFD VALUE	SCHOOL TAX RATE	SCHOOL TAX ON AVERAGE HOUSE VALUE
Total Fraser Valley Regional District		29,269,318,930	66,426	\$ 440,630		<u>\$ 818</u>
Total Capital Regional District		62,181,385,354	90,039	\$ 690,605	· = · · · ·	\$ 1,016
Total Greater Vancouver Reg. District		525,663,318,278	499,277	\$ 1,052,849		\$ 1,351
Total Northern and Rural Areas		136,519,792,454	303,049	\$ 450,488		\$ 632

# MINISTRY OF COMMUNITY, SPORT AND CULTURAL DEVELOPMENT LOCAL GOVERNMENT STATISTICS

## SCHOOL TAX IMPACT ON A REPRESENTATIVE HOUSE – 2014

MUNICIPALITY		GENERAL PURPOSES RESIDENTIAL ASSESSED VALUE	TOTAL NUMBER OF HOG GRANTS	AVERAGE SFD VALUE	SCHOOL TAX RATE	SCHOOL TAX ON AVERAGE HOUSE VALUE
Anmore	GVR	833,598,811	294	\$ 1,133,382	1.7796	\$ 2,017
Belcarra	GVR	408,657,700	122	\$ 939,683	1.7796	\$ 1,672
Bowen Island	GVR	1,417,838,071	1,042	\$ 686,533	1.1804	\$ 810
Burnaby	GVR	45,986,194,731	49,333	\$ 931,527	1.6069	\$ 1,497
Coquitlam	GVR	24,379,594,937	33,016	\$ 700,656	1.7796	\$ 1,247
Delta	GVR	17,721,237,234	26,034	\$ 603,054	1.7536	\$ 1,058
Langley	GVR	3,022,887,403	6,983	\$ 462,426	1.9622	\$ 907
Langley	GVR	19,251,386,198	30,496	\$ 524,021	1.9622	\$ 1,028
Lions Bay	GVR	539,122,400	387	\$ 978,295	1.1804	\$ 1,155
Maple Ridge	GVR	11,553,748,331	21,562	\$ 457,278	2.0544	\$ 939
New Westminster	GVR	10,405,912,943	16,429	\$ 675,166	1.8921	\$ 1,277
North Vancouver	GVR	11,170,128,027	11,401	\$ 902,181	1.4918	\$ 1,346
North Vancouver	GVR	24,284,012,917	19,955	\$ 1,017,997	1.4918	\$ 1,519
Pitt Meadows	GVR	2,593,230,388	5,108		2.0544	\$ 940
Port Coquitlam	GVR	8,306,232,429	15,581	\$ 527,408	1.7796	\$ 939
Port Moody	GVR	6,413,598,522	9,126	\$ 759,343	1.7796	\$ 1,351
Richmond	GVR	44,464,212,240	46,634	\$ 939,311	1.6247	\$ 1,526
Surrey	GVR	73,428,064,000	104,990	\$ 647,911	1.7829	\$ 1,155
Vancouver	GVR	184,853,304,652	91,416	\$ 1,374,170	1.3781	\$ 1,894
West Vancouver	GVR	29,504,449,532	3,637	\$ 2,121,146	1.1804	\$ 2,504
White Rock	GVR	5,125,906,812	5,731	\$ 890,514	1.7829	\$ 1,588
Total Greater Vancouver Reg. District		525,663,318,278	499,277	\$ 1,052,849		\$ 1,351



*Office of the Chair Tel. 604 432-6215 Fax 604 451-6614* 

Mayor Ralph Drew and Council Village of Belcarra 4084 Bedwell Bay Road Belcarra, BC V3H 4P8 VIA EMAIL: rdrew@belcarra.ca

JUL 2 6 2018

File: CR-12-01 Ref: RD 2018 Jun 22 FILE NO. 0470-01



Dear Mayor Drew and Council:

# Re: Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the Township of Langley – Williams Neighbourhood Plan

The Township of Langley submitted a request to Metro Vancouver to amend *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy, by changing the regional land use designation on portions of the site from "Mixed Employment" to "General Urban", and from "General Urban" to "Mixed Employment". The amendment bylaw would enable implementation of the Williams Neighbourhood Plan, recently completed by the Township of Langley.

At its June 22, 2018 regular meeting, the Board of Directors of Metro Vancouver Regional District (Metro Vancouver) adopted the following resolution:

## That the MVRD Board:

- a) initiate the Metro 2040 minor amendment process and in response to the Township of Langley's request to amend the regional land use designations for the Williams Neighbourhood Plan area, amending 4 hectares of lands designated Mixed Employment to General Urban and 2 hectares of lands designated General Urban to Mixed Employment;
- b) give first and second readings to Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018; and
- c) direct staff to notify affected local governments as per Metro Vancouver 2040: Shaping our Future section 6.4.2.

This letter provides notification to affected local governments and other agencies of the proposed amendment to *Metro 2040*.

This is a *Metro 2040* Type 3 minor amendment requiring an amendment bylaw that receives an affirmative 50%+1 weighted vote of the Board at each reading, and no regional public hearing. For more information on regional growth strategy amendment procedures, please see *Metro 2040* Section 6.4.

25763087

4730 Kingsway, Burnaby, BC, Canada V5H 0C6 | 604-432-6200 | metrovancouver.org

A Metro Vancouver staff report providing background information and an assessment of the proposed amendment regarding consistency with *Metro 2040* is enclosed.

You are invited to provide written comments on this proposed amendment to *Metro 2040*. Please provide your comments via a Council or Board resolution by Friday September 14, 2018. Comments can be submitted to Chris Plagnol, Corporate Officer by mail to 4730 Kingsway, Burnaby BC, V5H 0C6 or by email at Chris.Plagnol@metrovancouver.org.

If you have any questions with respect to the proposed amendment, please contact James Stiver, Manager, Growth Management and Transportation, Parks Planning and Environment by phone at 778-452-4698 or by email at James.Stiver@metrovancouver.org.

Yours sincerely,

Greg Moore Chair, Metro Vancouver Board

#### GM/NC/HM/js

cc: Lorna Dysart, CAO, Village of Belcarra Neal Carley, General Manager, Parks, Planning and Environment, Metro Vancouver

#### Attachments

- 1. Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018 (Doc# 25359277)
- 2. Report dated May 29, 2018, titled "Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the Township of Langley Williams Neighbourhood Plan". (*Doc# 25366805*)

25763087



JUL 3 0 2018

Mayor Ralph Drew Village of Belcarra 4084 Bedwell Bay Road Belcarra, BC V3H 4P8 VIA EMAIL: rdrew@belcarra.ca

Dear Mayor Drew:

#### **Regional Parks Land Acquisition 2050** Re:

Office of the Chair Tel. 604 432-6215 Fax 604 451-6614

> File: CR-12-01 Ref: RD 2018 Jun 22 FILE NO.0470-01

AUG / 3 2018

At its June 22, 2018 regular meeting, the Board of Directors of Metro Vancouver Regional District (Metro Vancouver) adopted the following resolution:

That the MVRD Board adopt the Regional Parks Land Acquisition 2050 strategy, as presented in the report dated May 10, 2018, titled "Regional Parks Land Acquisition 2050".

We are pleased to enclose a copy of the Regional Parks Land Acquisition 2050 strategy for your reference and use. The Regional Parks Land Acquisition 2050 strategy can also be accessed at: http://www.metrovancouver.org/services/parks/learn/plans-and-reports/land-acquisition-2050

The strategy is the culmination of a collaborative and evidence-based approach involving staff from all of our Metro Vancouver members. The work has resulted in the framework to identify the most regionally important unprotected natural areas that should be considered for our existing and future **Regional Parks.** 

The vision of the strategy is to grow the Regional Parks system into a connected network of resilient regional parks and greenways that protect regionally important natural areas and connect people to nature. There are five guiding strategies within the *Regional Parks Land Acquisition 2050* strategy:

- Build a system of regional parks that are resilient to the impacts of climate change, land use . change and growing visitation.
- Facilitate a regional greenway system that connects natural areas and promotes access to them.
- Ensure a sustainable funding model for land acquisition.
- Collaborate and partner with others. ٠
- Enable clear, efficient and flexible decision-making. .

25812395

4730 Kingsway, Burnaby, BC, Canada V5H 0C6 | 604-432-6200 | metrovancouver.org

We look forward to working with you to pursue our goal of protecting the region's significant natural areas and connecting people to them. For more information, please contact Mike Redpath, Director, Regional Parks, by email at mike.redpath@metrovancouver.org.

Sincerely,

Greg Moore Chair, Metro Vancouver Board

GM/HD/NC/mr

Sincerely,

Heatlen Oral

Heather Deal Chair, Metro Vancouver Regional Parks Committee

cc: Neal Carley, General Manager, Parks, Planning and Environment, Metro Vancouver Mike Redpath, Director, Regional Parks, Metro Vancouver

Encl: Regional Parks Land Acquisition 2050 strategy



FILE NO. 5280-12

RECEIVED

AUG / 7 2018

Trans Mountain Expansion Project 🖾 Email: info@transmountain.com | 📽 Phone: 1.866.514.6700

August 2, 2018

Mayor Lois Jackson The Corporation of Delta 4500 Clarence Taylor Crescent Delta, BC, V4K 3E2 Sent via email

Dear Mayor Jackson and members of Delta Council,

Thank you for your letter dated May 30, 2018 regarding confirmation of financial responsibilities of a marine oil spill related to the Trans Mountain Expansion Project (TMEP or Project). I would like to assure you that the safety of the public, our employees and the environment is our first priority. We understand your concerns about potential effect to your municipality's shoreline, including the Fraser River from a pipeline spill, or a spill from tankers transiting the Salish Sea.

Trans Mountain has committed to a number of items of spill prevention, preparedness and response, for both land and marine spills. These commitments, are based upon a most thorough and comprehensive review of risks associated with the project. Trans Mountain combines careful planning with regular training, equipment deployments and mock emergency exercises. A key component of Program enhancement has been the development of Geographic Response Plans (GRPs). GRPs enable a timely and more effective response to mitigate potential impacts to the environment by providing pre-identified control points, response tactics and other geographically specific information¹. In addition we have the largest inventory of pipeline inland oil spill response equipment in the province of BC which is strategically located along the pipeline to allow for the fastest and most effective response. Other improvements include significant investments in tug escort and enhancements to the existing marine spill response regime through Western Canada Marine Response Corporation (WCMRC), which will benefit the entire south coast region of BC. WCMRC is the Transport Canada certified Response Organization for the coast of British Columbia, which is entirely funded by industry, including Trans Mountain (www.wcmrc.com).

As noted in a Council Report by your municipality's Director of Corporate Services dated May 2, 2018,² there are a number of conditions that relate to spill response and emergency planning in the National Energy Board (NEB) approval of TMEP and as part of the Environmental Certificate awarded to Trans Mountain by the BC Environmental Assessment Office (BCEAO). Trans Mountain has been working on fulfilling these Conditions by enhancing the Emergency

¹ More information about the location of the Pipeline System, and associated Geographic Response Plan Data Sheets is available on our website: <u>https://www.transmountain.com/emergency-response-plans</u> (Accessed July 19, 2018)

² Memorandum from the Director of Corporate Services dated May 2, 2018. Motions on Notice (G.01): May 14, 2018 Regular Meeting of Delta Council: <u>https://delta.civicweb.net/document/178210</u> (accessed July 2, 2018)



Management Program, which includes making improvements to existing plans and meeting with potentially affected communities. Emergency management program conditions include:

- NEB Condition 90: Consultation on improvements to Trans Mountain's Emergency Management Program
- NEB Condition 117: Reporting on improvements to Trans Mountain's Emergency Management Program
- NEB Condition 119: Emergency Preparedness and Response Exercise and Training Program
- NEB Condition 120: Notification and reporting on emergency response exercises
- NEB Condition 121: Financial Assurances Plan operations phase
- NEB Condition 124: Implementing improvements to Trans Mountain's Emergency Management Program
- NEB Condition 125: Emergency Response Plans for the Pipeline and for the Edmonton, Sumas and Burnaby Terminals
- NEB Condition 126: Emergency Response Plan for the Westridge Marine Terminal
- NEB Condition 129: Final Terminal Risk Assessments
- NEB Condition 131: Marine Shipping-related Commitments (includes enhancement to WCMRC marine spills response regime)
- NEB Condition 136: Pre-Operational full scale emergency response exercises
- NEB Condition 144: Ongoing implementation of marine shipping-related commitments
- NEB Condition 153: Full-scale emergency response exercises during operations
- BC EAO Condition 33: Geographic Response Plans
- BC EAO Condition 34: Coastal Geographic Response
- BC EAO Condition 35: Fate and Behaviour of Bitumen Reaseach
- BC EAO Condition 36: Emergency Preparedness and Response Exercise and Training
   Program and Reporting
- BC EAO Condition 37: Pre-Operations Emergency Response Exercises

In reference to the list above, the BCEAO requires continued investment in the research of fate and behavior of bitumen as BCEAO Condition 35.³ Supplemental studies are currently underway to address related questions about the fate and behaviour of dilbit and other crude oil products in both marine and freshwater settings under a range of circumstances and conditions. Research topics include how oil spreads and behaves on water and the evaluation of current inland spill response technologies. For example, We recently completed joint industry research initiative with

³ Conditions of Approval can be found in Schedule B: Trans Mountain Expansion Project Table of Conditions for an Environmental Assessment Certificate: <u>https://projects.eao.gov.bc.ca/api/document/5892318fb637cc02bea16484/fetch</u> (Accessed July 12, 2018)

TRANSMOUNTAIN

the governments of British Columbia and Alberta, to independently evaluate and review current inland spill response technologies focusing on diluted bitumen.⁴

Trans Mountain has also made many commitments related to emergency management, including spill response, that are tracked and reported publicly as per NEB Condition 6.⁵ This includes Trans Mountain's progress in implementing TERMPOL recommendations.⁶

As part of the Expansion Project we have initiated an extensive consultation program over the last several years and in compliance with NEB Condition 90 for the development of our industry leading EMP. The consultation program maximizes local input and expertise which is the key to developing the industry leading program. Like many municipalities in Metro Vancouver, the municipality of Delta has participated in some of our regular exercises and EMP enhancement worksince that time, including a full-scale exercise at Westridge Marine Terminal in 2015, and a meeting with representatives from the Delta Fire Department, Engineering, Climate Action and Environment and the Emergency Coordinator on January 19, 2017. We welcome your continued participation as we engage with municipalities in Metro Vancouver and across the project corridor.

#### Liability coverage for oil spills

Should a spill occur along the pipeline or at the Westridge Marine Terminal, regardless of where the oil comes from, Trans Mountain would activate the required response resources and see that the response is undertaken in a diligent manner. The cost of the response would be allocated based upon the following:

#### Oil spills from Trans Mountain Pipeline System

The NEB has oversight for any potential spills resulting from operations of the Trans Mountain pipeline. The concern about potential spills costs and damages was considered by the NEB in their recommendation report to the Federal Cabinet in May 2016.⁷

⁴ Trans Mountain Supporting Ongoing Canadian Research of Diluted Bitumen Behaviour in Water,

https://www.transmountain.com/news/2018/trans-mountain-supporting-ongoing-canadian-research-of-diluted-bitumen-behaviourin-water (Accessed July 13, 2018)

⁵ Trans Mountain Expansion Project Compliance to Condition 6 - Commitments Tracking Table (NEB Filing ID A92890) https://apps.neb-one.gc.ca/REGDOCS/Item/View/3579773 (Accessed July 13, 2018)

⁶ TMEP progress on TERMPOL Review Committee Recommendations <u>https://www.transmountain.com/termpol</u> (Accessed July 13, 2018)

⁷ Section 13.3 of the National Energy Board Report: Trans Mountain Expansion Project (page 319), May 2016. NEB filing ID A77045 <u>https://apps.neb-one.gc.ca/REGDOCS/Item/View/2969696</u> (Accessed July 2, 2018).

TRANSMOUNTAIN

The NEB reinforced requirements to ensure Trans Mountain has sufficient financial resources over the course of the Project to address the costs of a major spill with NEB Condition 121.

Under the NEB Condition 121 Trans Mountain is required to have a Financial assurance plan assuring unfettered access to at least \$100 million in the form of ready cash to cover costs, including compensation, to third parties for losses and damages in the near term, while insurance claims are being processed. An additional \$1 billion must also be made available through other financial instruments stipulated by the NEB in the condition.⁸

#### Marine-based oil spills

Westridge Terminal-source spill: The Westridge Marine Terminal is an oil handling facility as defined in the Canada Shipping Act. Extensive emergency response plans are available for this facility, which are excersised regularly to ensure rapid response by terminal staff and Western Canada Marine Response Corporation (WCMRC). If oil were to be released into the marine environment directly from the Trans Mountain facilities, such as operations at Westridge Marine Terminal, Trans Mountain would be the Responsible Party and Trans Mountain would cover the financial costs of cleaning up such a spill. Tanker loading is planned and handled carefully under close supervision of Trans Mountain operators, the Trans Mountain Loading Master and the vessel officers and staff. Trans Mountain has emergency plans and equipment and spill mitigation measures and whenever a vessel is berthed at the terminal it is fully surrounded by a marine oil spill containment boom.

• Ship-source spill: As outlined to you in the May 2, 2018 staff report to Delta Council, in Canada, liability and compensation for ship-source oil spill pollution is governed by the *Canada Shipping Act* and the *Marine Liability Act* and is also based on a polluter pays principle. If oil were released from a vessel, the vessel owner would be the Responsible Party and three different sources of compensation are available to provide up to \$1.36 billion for damages resulting from a single oil spill. This includes the shipowners' liability,⁹ International Oil Pollution Compensation Funds,¹⁰ and Canada's Ship-Source Oil Pollution Fund.¹¹

In a submission to the Province of British Columbia (B.C.) Ministry of Environment policy intentions paper on activities related to spill management, Transport Canada confirmed that

 ⁸ Conditions of Approval can be found in Appendix 3 of the National Energy Board Report: Trans Mountain Expansion Project (page 319), May 2016. NEB filing ID A77045 <u>https://apps.neb-one.gc.ca/REGDOCS/Item/View/2969696</u> (Accessed July 2, 2018).
 ⁹ For information on compensation sources visit: <u>http://www.tc.gc.ca/eng/marinesafety/oep-ers-regime-funds-1119.htm</u>

¹⁰ For information on the International Oil Pollution Compensation Funds visit: <u>http://www.iopcfunds.org/</u>

¹¹ For information on Ship-Source Oil Pollution Fund visit: <u>http://sopf.gc.ca/</u>

TAIN Trans Mountain Expansion Project



Canadian taxpayers are protected from clean up and compensation costs associated with oil spills. The full statement is available at: <u>http://www.tc.gc.ca/eng/mediaroom/our-response-bc-policy-intentions-paper-activities-spill-management.html</u>.

As described by Transport Canada in this submission to B.C., any person in Canada, including private corporations or the Crown, may file a claim for losses or expenses caused by oil spills from ships:

Under the Oceans Protection Plan, the Government of Canada is making major improvements to the *Ship-Source Oil Pollution Fund* to ensure unlimited industry funded compensation is made available to those affected by ship-source spills. Specifically, these proposed changes include:

- Removing the limit of liability on the *Ship-Source Oil Pollution Fund* to allow for an unlimited amount of compensation for eligible losses and damage with a guaranteed fund top-up;
- Ensuring the ability to recover from industry through a modernized levy mechanism in the unlikely event that the *Ship-Source Oil Pollution Fund* is depleted;
- Aligning with the international regime to ensure coverage to prevent or minimize economic losses, such as in the fisheries or tourism sectors;
- Providing emergency funding to the federal incident commander and to responders under the direction of the federal incident commander when responding to a significant incident; and
- Instituting a fast-track system for small claims to the *Ship-Source Oil Pollution Fund* in order to reduce administrative burdens and facilitate prompt compensation.

## Commitment to Safety

Trans Mountain has been safely loading ships at its Westridge Marine Terminal since 1956 without a single spill from tanker operations. We maintain a Vessel Acceptance Standard, which governs the acceptance or rejection of all vessels calling at the Westridge Marine Terminal. Prior to a cargo transfer involving a vessel berthed at Westridge Marine Terminal, Trans Mountain conducts a vessel acceptance process that includes a pre-screening followed by a physical inspection by the Trans Mountain Loading Master before being allowed to undertake operations at the Westridge Terminal dock. Trans Mountain has the right to deny vessels that do not pass the acceptance process.

If an oil spill occurs in a marine environment, multiple organizations quickly take a coordinated approach to mitigate public and environmental impacts. Although vessels transporting petroleum are responsible for any release on water, we are committed to prevention of oil spills and with working with spill responders and ship owners to minimize any spill on water.



We have regulatory requirements to conduct a full scale exercise every three years at the Westridge Terminal. The next full scale exercise for Westridge Terminal is taking place on September 19, 2018, to which Delta and other local municipalities will be invited to observe.

To read our Westridge Marine Terminal Emergency Response Plan visit our website at: <u>https://transmountain.s3.amazonaws.com/ERP/Westridge Marine Terminal ERP Sept 2016/in</u> dex.html

As part of our Application to the National Energy Board, Trans Mountain proposed additional risk controls and safety enhancement, which build on the region's robust safety regime. More information about our marine safety enhancements can be read on our website at: https://www.transmountain.com/marine-safety

The Corporation of the Municipality of Delta has participated in our emergency management activities in recent years and we encourage your continued participation. If you have further questions, please contact Lexa Hobenshield at 604-809-9869 or lexa hobenshield@kindermorgan.com.

Sincerely,

Michael Davies Vice President, Operations Kinder Morgan Canada

CC: Ian Anderson, President, Kinder Morgan Canada
 The Honourable Carla Qualtrough, Member of Parliament, Delta
 The Honorable John Horgan, Premier of British Columbia
 Ravi Kahlon, MLA Delta North
 Ian Paton, MLA Delta South
 Delta Council
 Steven Lan, Acting City Manager Corporation of Delta
 Sean McGill, Director of Corporate Services Corporation of Delta
 Darrell Mussatto, Mayor City of North Vancouver
 Karla Graham, City Clerk City of North Vancouver
 Metro Vancouver Regional District municipalities
 Jonathan Wilkinson, Member of Parliament, North Vancouver

AUG / 7 2018



THE CORPORATION OF DELTA Office of The Mayor, Lois E. Jackson



May 30, 2018

Mr. Ian Anderson, President Kinder Morgan Canada 300 5th Avenue SW Suite 2700 Calgary, AB T2P 5J2

Dear Mr. Anderson,

# Re: Trans Mountain Pipeline Expansion Project

At the May 14, 2018 Regular Meeting of Delta Council the following resolutions were adopted with respect to the Trans Mountain Pipeline Expansion Project:

THAT the City of Delta supports British Columbia's reference to the courts to clarify its jurisdiction to protect the coast; and

THAT the City of Delta write to the government of Canada and Kinder Morgan to seek to confirm that the City of Delta and its taxpayers will not be required to pay any and all costs (economic losses, tax losses, clean-up, etc.) of any spill that affects our shoreline.

A spill from the Trans Mountain Pipeline has the ability to affect Delta's shoreline if the spilled material enters the Fraser River. I recognize that the commitments made through the Trans Mountain Pipeline Expansion Project approval process, related to spill prevention, preparedness and response are meant to ensure this has a very low likelihood of occurring. It also gives me additional comfort knowing that the Western Canada Marine Response Corporation will be increasing its capacity significantly in conjunction with your project, including a new base in the Fraser River, which is a benefit to our community.

However, it is important that the City of Delta, or our taxpayers, do not incur any costs resulting from a potential oil spill clean-up. Therefore, we respectfully request confirmation that under no circumstances, will the City of Delta, or our taxpayers, be responsible financially or operationally for any potential oil spills associated with the Trans Mountain project. Given the recent announcement of the federal government's intention to purchase the Trans Mountain pipeline and associated facilities, I acknowledge that Kinder Morgan will not be the owner of the pipeline in the future and as such, I am seeking the same assurances from the government of Canada.

... 2

May 30, 2018 Page 2

Thank you for your consideration of this letter and I look forward to your response.

Yours trul Lois E. Jackson Mayor

cc: The Honourable Carla Qualtrough, Member of Parliament, Delta The Honourable John Horgan, Premier of British Columbia Ravi Kahlon, MLA Delta North Ian Paton, MLA Delta South Delta Council Steven Lan, Acting City Manager Sean McGill, Director of Corporate Services





**TRI-CITIES BRANCH** 

1-2565 Barnet Highway, Coquitlam, British Columbia, V3E 4E2

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Mayor & Council 4084 Bedwell Bay Road Belcarra, BC V3H 4P8

RECEIVED AUG 2 4 2018

FILE NO. 0230-01

RE: BC SPCA Paws for a Cause Presented by Hill's® Science Diet® (Tri-Cities Walk 2018)

August 9, 2018

Dear Mayor & Councillors,

The BC SPCA Tri-Cities Education & Adoption Centre would cordially like to invite you to join us at this year's BC SPCA Paws for a Cause Walk to Fight Animal Cruelty.

The BC SPCA Paws for a Cause Tri-Cities walk is an outdoor fundraiser on Sunday, September 9th, 2018 at Lafarge Lake in Coquitlam. The event will start at 10:30am and we are expecting around 250-300 attendees. The event would consist a 3 kilometer walk as well as activities and vendors from the community. This event helps the BC SPCA Tri-Cities Branch raise much needed funds to support animals in need. We invite you to give a short speech (30 seconds) before the walk commences at noon. We also invite you to cut the START banner to commence the walk, along with other dignitaries attending.

For over 120 years, the BC SPCA has been protecting and caring for animals and advocating on their behalf. As one of the largest animal welfare organizations in North America, we help more than 43,000 animals in distress and need each year, through shelter and adoption programs, cruelty investigations, farm animal protection, wildlife rehabilitation, veterinary services, advocacy, and youth programming.

The BC SPCA and the Tri-Cities Branch are reliant on the support of animal lovers like you. All funds raised from our walk will directly support the work of the Tri-Cities Branch. In 2017, funds raised from the walk helped us find homes for 368 animals in the Tri-Cities, and continue operations in the Tri-Cities community with Kids Camps, birthday parties, and conducting numerous cruelty/neglect investigations.

We would be honoured if you could attend our walk this year to support the animals. Please do not hesitate to contact the Branch Manager, Dianne, at dstebner@spca.bc.ca with any questions and to RSVP.

On behalf of the branch,

Alstelm

**Dianne Stebner Branch Manager** dstebner@spca.bc.ca

On behalf of the Community Council,

Nancy Maloney Bruce Landon

**Community Council Member** 

## Subject:

FW: Belcarra Regional Park and Metro Proposed Design for Belcarra South

FILE NO. 0470-01

From: Don Reid Sent: August 10, 2018 10:05 PM To: Ralph Drew Subject: Belcarra Regional Park and Metro Proposed Design for Belcarra South

# Dear Sirs,

As a resident of Belcarra for many years and having enjoyed the benefits of semi-rural living, I have for some time now become more concerned with the ever increasing numbers of visitors and automobiles to both Belcarra Park and the White Sands Beach area. I have several concerns and questions regarding these densely used areas.

# SEPTIC USE:

Having to rely on septic fields for our waste disposal in the village, I cringe to think of the amount of use that the washrooms have to endure during busy weekend months. Does the park have a safe limit quota for the number of people who can be accommodated within the park and for these limited resources? Does the Park enforce that quota and how does the Park handle this septic issue?

# PARKING: OVERFLOW PARKING

When the park is busy on weekends, and even when the parking lots are not full, visitors have increasingly begun to park on the sides of the road into the village, especially on Bedwell Bay Road and also at no parking signs. I thought that the purpose for building the Tum-Tumay-Whueton Drive was to relieve the village of park traffic. Many times the cars are parked directly at the three way stop sign, cars are parked with tires on the pavement, visitors walk two and three abreast with no noticeable awareness of oncoming traffic or traffic from behind. Several times it has been observed that drivers have slammed on their brakes, done a circle turn in the middle of the road at Sasamat Lake and even at the crest of a rise in the road without using due care and attention. It is only a matter of time until a massive accident happens at these sites.

The time is long overdue for a rethink of transportation for the lower mainland that will get people out of their cars and into safe, efficient, effective and sustainable transport. Building more roads, bridges and tunnels is not the answer. Building more parking lots definitely is not the answer which will involve cutting down more trees, reducing green space and covering the area with bitumen. For what purpose, more cars, and more green house emissions.

I commend the initiation of Translink's Route 150 (Coquitlam Central Station bus to White Pine Beach since June 25, 2018 until September long weekend. Hopefully it will have been a successful pilot project. Another route extending into the picnic area could perhaps be considered on a trial basis, or a water taxi to the jetty from Cates Park and surrounding areas of the Tri Cities.

Hopefully 2019 will see some alternative transportation options for these heavily used areas.

Yours truly, Donna Smallpiece

# Subject:

FW: Belcarra Regional Park and Metro Proposed Design for Belcarra South

From: Neal Carley
Sent: August 16, 2018 12:53 PM
Cc: Ralph Drew
Subject: Belcarra Regional Park and Metro Proposed Design for Belcarra South

**Ms. Smallpiece** – Thank you for your email regarding Belcarra Regional Park. As the region's population grows, so does the popularity of our regional parks, which provide opportunities for people to connect with nature. Metro Vancouver is faced with the challenge of balancing this increasing demand with the protection of ecologically sensitive areas and access to existing and new park facilities.

In response to your questions and comments regarding the septic system, the systems in our regional parks are engineered, currently functioning as designed and are serviced regularly. If there is a need for increased service, such as for special events, or to shut the systems down for maintenance or other reasons, temporary toilets are brought in for public use. Metro Vancouver staff monitor the septic system and other infrastructure within the park on a regular basis. While the systems are managing to keep up with the increase in use, we need to keep a close eye to ensure that public health and the environment remain protected.

As you note, the peak season brings traffic and parking issues both inside and outside the park. During the peak times, traffic and parking impact the surrounding areas around Bedwell Bay Road in Port Moody and nearby residential areas in Belcarra. During these peak times, Metro Vancouver provides additional staff to manage traffic and parking within the park. Metro Vancouver staff also work closely with Belcarra and Port Moody on the impacts of the increased traffic and parking on the roads outside the park. Metro Vancouver, Belcarra and Port Moody staff also work closely with the RCMP and Port Moody Police to address driver behaviour and traffic issues. As these issues continue to persist, Metro Vancouver, Belcarra and Port Moody are working together to find additional measures to notify visitors when the parking lots are full and to encourage visitors to use transit.

With the increase in park visitors, alternative transportation options are important to help with the traffic and parking challenges. Metro Vancouver, Belcarra and Port Moody all work closely with TransLink. Recently we are able to upgrade the park's transit stop, along with establishing new procedures for drop off and pick up. As you noted, TransLink provides regular daily services to Belcarra Picnic Area via the #182, and seasonal service extends to White Pine Beach via the #150, both from the Evergreen Line. Metro Vancouver also promotes the use of transit by park users through the Regional Park website. We are also initiating a social media campaign to promote transit to Belcarra Regional Park and other parks in our regional system. As you note, more can be done and Metro Vancouver will continue to advocate for additional transit services to all regional parks through ongoing discussions with TransLink and local communities.

With respect to the proposed additional parking spaces, these spaces will facilitate future regional programming at Belcarra South. Metro Vancouver completed a comprehensive planning process to develop a new site plan for the Belcarra South area of Belcarra Regional Park. This plan will provide a larger programmed area and greater public access to the waterfront for the enjoyment of all of the region's residents and park users. We share your concern about protecting the natural forest and the proposed 60 new parking spaces are planned within an existing hydro right of way, which is already disturbed, already subject to vegetation management and minimal tree removal would be required. The additional parking is not intended to address the traffic and parking issues outside the park, but it may alleviate some of the impacts seen in the Belcarra community during the peak season. I thank you again for your letter and interest in Belcarra Regional Park and the welfare of the surrounding community. We appreciate you sharing your thoughts as we endeavor to improve this recreational destination for the enjoyment of all Metro Vancouver residents.

If you have any additional questions, please contact me at <u>neal.carley@metrovancouver.org</u>.

B. Neal Carley, M.A.Sc., P.Eng. General Manager, Parks, Planning & Environment Parks, Planning & Environment t. 604.456.8820 c. 604.362.1723





**VILLAGE OF BELCARRA** 

*"Between Forest and Sea"* 4084 BEDWELL BAY ROAD, BELCARRA, B.C. V3H 4P8 TELEPHONE 604-937-4100 FAX 604-939-5034 belcarra@belcarra.ca



August 14, 2018

SILG NO. 0470-01

Neal Carley, General Manager Metro Vancouver Planning, Parks and Environment Metrotower III, 4730 Kingsway Burnaby, BC, V5H 0C6

Dear Mr. Carley,

# Re: Belcarra Regional Park – Vehicle Management Strategies

The purpose of this letter is to outline some measures that 'Metro Vancouver' (MV) can consider to address the rapidly increasing number of park visitors arriving in vehicles at Sasamat Lake and Belcarra picnic grounds; both locations having limited parking capacity.

The increasing number of recreational visitors to 'Belcarra Regional Park' is a huge driver of traffic growth on Port Moody's North Shore. The population of 'Metro Vancouver' has increased by one million people over the past 20 years and is predicted to grow by another one million people over the next 20 years. Unfortunately, the facilities at 'Belcarra Regional Park', particularly parking, have not materially changed in a generation.

'Belcarra Regional Park' is regionally significant and considered the 'Stanley Park' of the Northeast Sector, and the number of park visitors will continue to increase in proportion to the region's population growth. The Tri-Cities is already one of the fastest growing areas within 'Metro Vancouver', and the population is rapidly increasing now that TransLink's 'Evergreen Line' has been completed. To this point, there are several high-density residential areas rapidly being developed along the 'Evergreen Line'; specifically, Lougheed Mall, Burquitlam, Port Moody, Coquitlam Centre, and Burke Mountain. Indeed, park visitor data recently released by 'Metro Vancouver' showed that the number of visitors to 'Belcarra Regional Park' increased 8% to 757,000 visitors during 2017.

As a means of initiating the discussion of traffic management strategies for 'Belcarra Regional Park', the following ideas are presented for consideration:

#### Promote Transit Use

MV Parks should be pro-actively promoting use of public transit by park visitors. MV Parks should not be relying on website information alone. Amongst many different methods that should be utilized is direct contact with park visitors when arriving in their vehicles including information brochures that describe how visitors can take advantage of public transit.

...page two

#### Traffic Advisory Notices

MV Parks should install an electronic reader board on loco Road in the vicinity of 'Pioneer Memorial Park' in Port Moody to give early notice to park visitors that parking lots are full. This would give park visitors an opportunity to turn around, which would avoid unnecessary vehicle traffic along loco Road and on Bedwell Bay Road.

#### **Active Traffic Management**

MV Parks should locate staff at First Avenue in the vicinity of the old loco School to advise park visitors that parking lots are full. The vehicles could then turn-around in loco which would avoid unnecessary vehicle traffic along Bedwell Bay Road and at the Belcarra picnic grounds.

#### **On-Site Traffic Management**

MV Parks staff should be actively managing traffic on Bedwell Bay Road adjacent to Sasamat Lake and the Belcarra picnic grounds, particularly overseeing vehicle parking and pedestrian traffic. MV Parks staff are infrequently seen along the road adjacent Sasamat Lake and the Belcarra picnic grounds, and it is only a matter of time before there is a serious accident involving pedestrians and vehicles.

#### **Direct Parking Enforcement**

Parking violations are frequently observed along Bedwell Bay Road and adjacent to the Belcarra picnic grounds, and MV Parks personnel should be issuing parking tickets to address the problem. It should not be left to the host municipalities to take responsibility for managing park visitors to 'Metro Vancouver' facilities. It is an easy and straight-forward process to designate MV Parks personnel as bylaw enforcement officers.

Your immediate consideration of the foregoing management strategies would be appreciated.

Sincerely,

Ralph Drew Mayor

cc: Metro Vancouver Board of Directors Mayor and Council, City of Coquitlam Mayor and Council, City of Port Coquitlam Mayor and Council, City of Port Moody Mayor and Council, Village of Anmore Corporal Neil Roemer, RCMP, Coquitlam Detachment Councillors, Village of Belcarra



Parks, Planning and Environment Tel. 604 432-6350 Fax 604 436-6970

File: BU-30-01-BEL

RECEIVER

AUG 2 7 2018

FILE NO. 0470-01

AUG 2 3 2018

Mayor Ralph Drew and Council Village of Belcarra 4084 Bedwell Bay Road Belcarra, BC V3H 4P8

Dear Mayor Drew and Council:

#### Re: Dangerous Parking Situation on Bedwell Bay Road

This letter is to acknowledge receipt of the letters from Mayor Drew dated July 26, 2018 regarding "A Dangerous Parking Situation on Bedwell Bay Road by Sasamat Lake" and August 14, 2018 regarding "Belcarra Regional Park – Vehicle Management Strategies".

Increased traffic and parking during the peak summer season continue to cause issues for the Village of Belcarra as the number of visitors to Belcarra Regional Park increases each year. Metro Vancouver continues to work with the Village of Belcarra, the City of Port Moody, the RCMP and Port Moody Police on traffic and parking issues outside of the park.

With respect to the parking on Bedwell Bay Road by Sassamat Lake, we are working with Port Moody to review the suggestions proposed in your letters. I note that we were recently invited to participate in an initiative to provide early warning messages to drivers when our parking lots are full. This initiative is in coordination with the Village of Anmore, the City of Port Moody and BC Hydro for their Buntzen Lake operation.

A temporary electronic sign at loco Road and Heritage Mountain will advise drivers when Buntzen Lake and Belcarra Regional Park parking lots are at capacity and closed. We hope this will provide park visitors an earlier opportunity to turn around, avoiding unnecessary vehicle traffic along loco Road and Bedwell Bay, and will help reduce on-street parking and traffic issues in Belcarra and Port Moody. Metro Vancouver, along with the City of Port Moody, Anmore and BC Hydro will monitor how this works for the next six weeks and evaluate whether a permanent sign is required.

In terms of traffic management, during the peak season, Metro Vancouver reallocates staff to manage parking and traffic at Belcarra Regional Park. Staff talk with drivers and pedestrians about dangerous behaviour, ticket illegally parked vehicles within the park and work closely with the RCMP and Port Moody to address driver behaviour and traffic issues within and outside the park.

As part of its new plan for Belcarra South, Metro Vancouver will add 60 new parking spaces to accommodate new parks programs expected to be hosted at Belcarra South. This new parking lot will be situated on an existing hydro right of way which is already disturbed, already subject to vegetation management, and will require minimal tree removal. The additional parking is not intended to

address the traffic and parking issues outside the park, but it may alleviate some of the impacts seen in the Belcarra community during the peak season.

With respect to transit use, Metro Vancouver encourages visitors to access the park via transit through our web page and we recently started promotion of the transit service through social media. We work closely with TransLink and recently upgraded the park's transit stop, along with establishing new procedures for drop off and pick up. We will continue to work with TransLink to promote and improve transit service to the park.

Thank you for your letters and the recommendations. If you have any questions please contact Steve Schaffrick, Division Manager, Parks Central Area at steven.schaffrick@metrovancouver.org

Sincerely,

S. Mall

B. Neal Carley, M.A.Sc., P.Eng. General Manager, Parks, Planning and Environment

NC/MR/ss

Cc: Mike Redpath, Director, Regional Parks, Metro Vancouver Steven Schaffrick, Division Manager, Parks Central Area, Metro Vancouver



)EIV/FD AUG 2 1 2018

HALLS MARKAN

GREEN COMMUNITIES

Ref: 238245

.../2

FILEND. 0230-01

August 15, 2018

His Worship Mayor Ralph Drew and Councillors Village of Belcarra 4084 Bedwell Bay Rd Belcarra BC V3H 4P8

**Dear Mayor Drew and Councillors:** 

On behalf of the joint Provincial-Union of British Columbia Municipalities (UBCM) Green Communities Committee (GCC), we would like to extend our congratulations for your efforts to reduce greenhouse gas emissions in your corporate operations and community over the 2017 reporting year.

As a signatory to the Climate Action Charter (Charter) you have demonstrated your commitment to work with the Province and UBCM to take action on climate change and to reduce greenhouse gas emissions in your community and corporate operations.

The work that local governments are undertaking to reduce their corporate emissions demonstrates significant climate leadership and sets the stage for broader climate action in the community. Your leadership and commitment continues to be essential to ensuring the achievement of our collective climate action goals.

The GCC was established under the Charter to support local governments in achieving their climate goals. In acknowledgement of the efforts of local leaders, the GCC is again recognizing the progress and achievements of local governments such as yours through the multi-level Climate Action Recognition Program. A description of this program is enclosed for your reference.

As a Charter signatory who has demonstrated progress on the fulfillment of one of more of your commitments, the GCC is pleased to acknowledge your achievement of Level 1 recognition – 'Demonstrating Progress on Charter Commitments.'

Mayor Drew and Councillors Page 2

Congratulations again on your progress. We wish you continued success in your ongoing commitment to the goal of corporate carbon neutrality and your efforts to reduce emissions in the broader community.

Sincerely,

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Tara Faganello Assistant Deputy Minister Local Government Division Ministry of Municipal Affairs and Housing

Gory Mar Joac

Gary MacIsaac Executive Director Union of British Columbia Municipalities

Enclosure



# GCC Communiqué on the Climate Action Recognition Program

B.C. local governments continue to play a critical role in reducing GHG emissions across the province. In acknowledgment of the ongoing efforts of B.C. local government leaders, the joint Provincial-UBCM Green Communities Committee (GCC) is pleased to continue the Climate Action Recognition Program (*Recognition Program*) for the 2017 reporting year. This multi-level program provides the GCC with an opportunity to review and publicly recognize, on an annual basis, the progress and achievements of each Climate Action Charter (*Charter*) signatory on their *Charter* commitments. Recognition is provided according to the following:

#### Level 1: Demonstrating Progress on Charter Commitments

Local governments who demonstrate progress on fulfilling one or more of their *Charter* commitments receive a letter from the GCC acknowledging their accomplishments.

#### Level 2: Measuring GHG Emissions

Local governments that achieve level 1, have completed a corporate carbon inventory for the reporting year and demonstrate that they are familiar with their <u>community's community energy</u> <u>and emissions inventory</u> receive a letter from the GCC and a '*BC Climate Action Community 2017*' logo, for use on websites, letterhead, etc.

# Level 3: Accelerating Progress on Charter Commitments

Local governments that achieve levels 1 and 2 and demonstrate significant corporate or community-wide climate action to reduce GHG emissions in the reporting year receive a letter from the GCC and a '*BC Climate Action Community 2017 – Climate Leader*' logo, for use on websites, letterhead, etc.

## Level 4: Achievement of Carbon Neutrality

Local governments that achieve <u>carbon neutrality</u> in the reporting year receive a letter from the GCC and a '*BC Climate Action Community 2017 – Climate Leader - Carbon Neutral*' logo, for use on websites, letterhead, etc.

To be eligible for the *Recognition Program*, local governments must fulfill the public reporting requirements (including reporting progress to carbon neutrality) of the Climate Action Revenue Incentive Program (CARIP). Recognition levels for the *Recognition Program* are based on the information included in each local government's annual CARIP public report. For more information on CARIP and the public reporting requirements go to:

https://www2.gov.bc.ca/gov/content/governments/local-governments/grants-transfers/climateaction-revenue-incentive-program-carip





OFFICE OF THE MAYOR

AUG 1 5 2018

File: 0530-00

August 14, 2018

The Honourable Carole James Minister of Finance and Deputy Premier PO BOX 9048 STN PROV GOVT Victoria BC V8W 9E2

FILG NO, 0450-01

Attention: The Honourable Carole James Minister of Finance and Deputy Premier

Dear Minister / Deputy Premier James,

#### **RE: Employer Health Tax Impact on Local Government**

At the Regular Meeting on August 7th, 2018 the District of Houston received the attached correspondence from the Mayor Walt Cobb of the City of Williams Lake.

At that meeting Council passed the following resolution:

"That Council resolves to issue a letter of support to Honourable Carole James, Minister of Finance and Deputy Premier, regarding support of the City of Williams Lake correspondence re: employer health tax impact of local government."

The District of Houston supports the City of Williams Lake's request for the Province of British Columbia to exempt local governments, regional districts, and school boards from the imposition of the EHT to lessen the financial burden on local taxpayers, especially those that are on fixed incomes. The District of Houston, like many local governments have a limited revenue base that relies heavily on property taxation. The new Employer Health Tax will put additional cost pressure on the District of Houston (and other B.C. local governments) that would have to be passed to municipal taxpayers, placing an undue share on lower and middle income British Columbians.

Thank you for your attention to this matter.

Sincerely,

Jonathan Van Barneveld Acting Mayor

Attach: Correspondence from the City of Williams Lake Re: Employer Health Tax Impact on Local Government

cc: Union of B.C. Municipalities Members

3367 12th Street PO Box 370 Houston BC V0J 1Z0 т 250.845.2238 г 250.845.3429 е doh@houston.ca www.houston.ca

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# CITY OF WILLIAMS LAKE

450 MART STREET, WILLIAMS LAKE, BRITISH COLUMBIA V2G 1N3 TELEPHONE (250)392-2311 FAX (250)392-4408

July 17, 2018

The Honourable Carole James Minister of Finance and Deputy Premier PO BOX 9048 STN PROV GOVT Victoria BC V8W 9E2

Dear Minister / Deputy Premier James:

#### **Re: Employer Heath Tax Impact on Local Government**

This is to advise that the City of Williams Lake Council passed the following resolution at its regular meeting held Tuesday, May 29th, 2018:

"That pursuant to the report of the Chief Financial Officer dated May 17, 2018, Council support the resolution of the Council for the City of Langley and request the Province of BC to exempt local governments, regional districts and school boards from the imposition of the EHT to lessen the financial burden on local taxpayers, especially those that are on fixed incomes and further that correspondence to that effect be sent to the Province of BC."

The City of Williams Lake, like many local governments have a limited revenue base that relies heavily on property taxation. The new Employer Heath Tax will put additional cost pressure on the City of Williams Lake (and other BC local governments) that would have to be passed to municipal taxpayers, placing an undue share on lower and middle income British Columbians.

If you have any questions in this regard, please contact the undersigned.

Sincerely, Mayor Walt Cobb

cc:

**UBCM Member Municipalities** 



CANENDO CANENDO Catch the Udventure

www.williamslake.ca

#### Subject:

FW: BC Hydro - Beautification Fund Reminder

From: "Higginbottom, Steve" <<u>Steve.Higginbottom@bchydro.com</u>> Date: August 24, 2018 at 8:44:17 AM PDT To: "Ralph Drew (<u>rdrew@belcarra.ca</u>)" <<u>rdrew@belcarra.ca</u>> Cc: "<u>ldysart@belcarra.ca</u>" <<u>ldysart@belcarra.ca</u>> Subject: BC Hydro - Beautification Fund Reminder

RECEIVED AUG 2 7 2018

FILE NO. 0230-01



August 24, 2018

Dear Mayor Drew and Council:

BC Hydro budgets \$1 million in annual financial assistance to support municipal beautification projects. Municipalities wanting to convert existing overhead electrical distribution lines to underground equipment or to place decorative wraps on BC Hydro pad mounted equipment are welcome to apply for funding.

Previous projects have included areas prone to graffiti, as well as high traffic or visible areas such as town centres, parks, commercial districts and civic squares.

Additional details regarding the Beautification Fund and application form can be found at: <u>www.bchydro.com/beautification</u>.

If you are considering a beautification project, an application form must be submitted by **October 1, 2018** with a description of the project, photos of the poles or equipment, a map showing the extent of the project and an explanation of the project's objectives. Proposals should be submitted through: <u>beautification@bchydro.com</u>.

Once we've reviewed the proposals, each applicant for an undergrounding project will be asked to confirm intent – by **November 15, 2018** – to fund two-thirds of the estimated cost. Successful applicants will be notified by the end of January 2019 if funding is approved. All accepted projects must begin within the fiscal year that they are approved and be completed within 12 months.

Following this application year, we will be making changes to our decorative wraps program. Since wraps were first added to the beautification program a few years ago, we've seen year over year increases. Due to this popularity, we will establish a stand-alone funding program, making it easier to apply in the future. We'll provide you with additional information on the new application process later this fall. The Beautification Fund will remain and continue to support undergrounding projects.

Sincerely,

Here Appen 676.

Steve Higginbottom Community Relations Coordinator Lower Mainland

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# NEW WESTMINSTER

August 29, 2018

Jody Robertson Executive Director, Corporate Communications and Governance and Corporate Secretary E-Comm Board of Directors 3301 East Pender Street Vancouver, BC V5K 5J3

RECEIVED AUG 2 9 2018

FILE NO. 7010-03

Via Email: jody.robertson@ecomm911.ca

Dear Ms. Robertson,

# Re: E-Comm Board of Directors Designate – 2018-2019 Term

At a meeting on August 27, 2018, New Westminster City Council passed the following resolution:

That Council approve the appointment of Brent Amundsen from Coquitlam to represent the City on the E-Comm board and that this be communicated to E-Comm and the syndicate members.

If you have any questions about this or would like more information, please contact me at <u>jkillawee@newwestcity.ca</u> or 604-515-3764.

Yours truly,

Willance

Jacque Killawee City Clerk

Cc: Village of Belcarra City of Coquitlam City of Port Coquitlam City of Port Moody

> Corporation of the City of New Westminster 511 Royal Avenue, New Westminster, BC Vst. 039 1 604 521 3711 - F.604-5213895 - Euto-Pinewwestchyca

> > www.newwestcity.ca