

Page 001 of 122 to/à Page 020 of 122

Withheld pursuant to/removed as

s.12 ; s.13 ; s.17



INFORMATION BRIEFING NOTE

Date: February 4, 2021

Prepared For: Honourable John Horgan, Premier

Topic: City of Langley's Application for City Park Upgrades to Investing in Canada Infrastructure Program.

Purpose: Background information on a recent application made by the City of Langley

BACKGROUND:

The *Investing in Canada Infrastructure Program* is a joint federal-provincial initiative which provides funding for infrastructure projects under several "streams". The *Community, Culture and Recreation* stream (ICIP-CCR) aims at improving citizen's access to quality cultural, recreational and community spaces.

The second intake of the ICIP-CCR closed October 1, 2020, and project approvals are anticipated for late Summer 2021. This intake has a combined federal-provincial funding of \$100.6M. The City of Langley (City) has submitted an application for the *City Park Sports Field Upgrade* project.

DISCUSSION:

s.16; s.17

and the City has requested \$1,099,233. The project will develop a class A multi-use field (baseball/soccer) in the existing park and was included in the City Park Master Plan developed in 2016.

The current field has poor drainage making it unusable during most of the spring and fall and the newly upgraded space would enable extended seasonal use by entry level baseball for the Langley City Baseball Club and the general public. The City notes that this project builds on their ongoing commitment to improve and build more parks and recreational facilities, improving the health of the community.

ICIP-CCR is a merit-based program and all applications are subject to a technical review based on established criteria. As is common with several of our programs, the second intake of ICIP-CCR was oversubscribed (i.e. nine times), therefore some good projects will likely not receive funding.

Should City Officials have any questions about their application or ICIP-CCR in general, they should contact Brian Bedford at Brian.Bedford@gov.bc.ca or visit www.gov.bc.ca/Investing-in-Canada-Infrastructure-Program

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

GBA+ analysis is considered in assessing how under-represented groups are considered and how diverse groups of women, men, non-binary people may experience project funding decisions under ICIP-CCR. The City Parks Sports Field Upgrade is currently under review and the GBA+ or diversity implications of the program has not been fully assessed.

PREPARED BY:

Brian Bedford, Executive Director
Local Government Infrastructure and Finance
(778) 698-3232

APPROVED BY:

Tara Faganello, Assistant Deputy Minister
Local Government Division

Okenge Yuma Morisho, Deputy Minister

DATE APPROVED:

February 4, 2021

February 4, 2021



DECISION BRIEFING NOTE

Date: February 2, 2021

Prepared For: Honourable Josie Osborne, Minister of Municipal Affairs

Topic: Central Coast Regional District request for funding to support the conversion of Hagensborg Waterworks District

Purpose: Central Coast Regional District (CCRD) is eligible for a grant of \$15,000 under the Improvement District Conversion program; in addition, the CCRD has requested funding for a service governance study.

RECOMMENDED OPTION:

- s.13

BACKGROUND:

Central Coast Regional District

The Central Coast Regional District (CCRD), located between qathet and North Coast Regional Districts, is home to approximately 3,300 residents and covers an area of 36,733 Km². The CCRD does not have any municipalities; its' primary communities are Bella Coola and Hagensborg in the Bella Coola Valley and Ocean Falls, Bella Bella and other Indigenous communities on the outer coast.

Established in 1968, CCRD has been relatively slow to add services, as Indigenous communities, improvement districts, industry and community-based societies have historically filled community needs. As a result of the limited services, CCRD is a small organization, with seven full-time staff. Creating new services or assuming services from other service providers therefore represents a significant commitment for this regional district.

Hagensborg Waterworks District Conversion

In 2019, the Hagensborg Waterworks District (HWD) board of trustees worked with the CCRD on an application under the Investing in Canada Infrastructure Program – Green Infrastructure - Environmental Quality, and the CCRD was awarded \$3.78 million for capital upgrades to the Hagensborg water system. As a condition of the grant, HWD will transfer its system to CCRD prior to project completion.

On January 1, 2021, HWD was dissolved under Order in Council 0624/20, which also transferred the assets, liabilities and obligations of HWD to the CCRD. Responsibility for the Hagensborg water system and fire department evolves the CCRD service profile and presents an opportunity for growth in the corporate and operations sides of the organization. This organizational growth has the potential to help the Hagensborg community to further develop and diversify.

During the conversion discussion, HWD rate payers expressed concerns that they would lose the ability to provide input on how the services are run in their community. Under the regional district model, the electoral area directors are responsible for the decision-making regarding services. As the community of Hagensborg straddles the boundary of two electoral areas, operational policy decisions will be made by the two participating electoral area directors.

In order to allay concerns, the Ministry of Municipal Affairs (MUNI) and CCRD have discussed the possibility of setting up a local community commission, which could be delegated responsibility for operating the services and providing budgetary and policy advice to the electoral area directors. There are



only five local community commissions across the Province, and the CCRD would likely need support developing the commission model.

Restructure Grants

MUNI is responsible for changes in local government structures and functions (sometimes referred to as restructure). Governance and Structure Branch facilitates restructures using staff advice, studies to plan or examine restructure of local governments or their service responsibilities, implementation resources, and for municipal incorporation, substantial municipal restructure assistance grants. The program is financially supported with an annual budget of \$500,000 and authority to deliver funding to municipalities and regional districts under the Local Government Grants Regulation (under the Local Government Grants Act).

In December 2020, the Chair of the CCRD wrote to Minister Osborne requesting that MUNI support the conversion with a grant in excess of the typical allocation for conversion grants (CLIFF 258474 Schooner). Specifically, the CCRD requested a conversion grant of \$30,000 to cover a range of typical service transfer costs plus a study on the creation of a local community commission.

Typically, when a local government assumes responsibility for improvement district functions, they can request an improvement district conversion grant of up to \$20,000. The published scale for these conversion grants is based on the complexity, as reflected by the population and services transferred from the improvement district.

Grants to examine restructure of service delivery and governance are provided under the restructure planning grant stream, and local governments are eligible to receive up to \$60,000 per project per year.

DISCUSSION:

s.13; s.16; s.17

The conversion implementation grant is a conditional grant provided as a contribution for the general purposes of offsetting administrative costs, such as land title transfer fees, other registration fees, and bylaw or financial reviews that arise due to the conversion process.

In addition to the typical conversion costs, the CCRD conversion implementation grant submission includes a request for a governance study to examine future community governance models for the converted services – e.g., local community commission.

s.13; s.16; s.17

The study grant is a reasonable request as the CCRD Board has previously expressed a clear interest in examining the local community commission model via a Board resolution, and the model may be a suitable governance vehicle for the community of Hagensborg to retain some oversight for services. Local



s.13; s.17

A handwritten signature in black ink, appearing to read "Josie".

February 9, 2021

Honourable Josie Osborne

Date

Attachments:

1. Minister Letter (260639) for signature to the CCRD Chair outlining the awarding of grant monies

PREPARED BY:

Karen Lynch, Sr. Planning Analyst
Governance and Structure Branch

APPROVED BY:

Tara Faganello, ADM, Local Government Division

DATE APPROVED:

February 4, 2021

Okenge Yuma Morisho, Deputy Minister

February 5, 2021



Ministry of
Municipal Affairs

Date: February 9, 2021
Prepared For: Honourable Josie Osborne, Minister of Municipal Affairs
Topic: Integrated Transportation and Development Strategy
Purpose: Project overview and status update

SUMMARY:

- **The Integrated Transportation and Development Strategy (ITDS) will support the province's economy, affordability and social equity initiatives, climate action, and strengthen community resilience.**
- **The Ministry of Transportation and Infrastructure (MOTI) is accountable for the overall delivery of the ITDS and responsible for the transportation related inputs. The Ministry of Municipal Affairs (MUNI) is responsible for land use and community planning components as well as supporting MOTI in the delivery of the ITDS.**

BACKGROUND:

With B.C.'s population expected to grow by another million people by 2035, integrated transportation and development planning is necessary to support the province's economy, affordability, work on climate action, and strengthen community resilience. An integrated systems approach to planning is required to meet these objectives.

MOTI's mandate letter states that the Minister is responsible to lead work on the ITDS to ensure greater alignment between transportation and land-use planning. MUNI's amended mandate letter states that the Minister is responsible to support MOTI on ITDS work.

The ITDS is intended to enable the seamless movement of people and goods, enable trade, prepare for future growth, and encourage development of diverse, affordable, resilient and connected communities.

s.13; s.16



s.13; s.16

DISCUSSION:

s.13; s.16

MOTI is accountable for the overall delivery of the ITDS and is responsible for the transportation related inputs, including, but not limited to engagement with transportation stakeholders. In addition to supporting the MOTI minister in the delivery of the ITDS, MUNI is responsible for the land-use and community planning components s.13; s.16

s.13; s.16 MOTI is also responsible for ensuring the participation of other ministries, including Jobs, Economic Recovery, and Innovation, Attorney General (Housing), Agriculture, Food and Fisheries, and Environment and Climate Change Strategy, which are critical to the successful development of the ITDS.

s.13; s.16

s.13; s.16

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

ITDS scope includes consideration of GBA+, diversity, inclusiveness and social equity for transportation and development planning.

FINANCIAL IMPLICATIONS:

There may be future financial implications to support MOTI in ITDS project delivery including procurement, engagement and implementation.

Appendices

1. s.13

Attachments

1. ITDS Overview PowerPoint Presentation

PREPARED BY:

Chris Jensen, Sr. Policy Analyst,
Community and Legislation Branch

APPROVED BY:

David Curtis, Assistant Deputy Minister
Management Services Division

Okenge Yuma Morisho, Deputy Minister

DATE APPROVED:

February 5, 2021

February 8, 2021

Page 028 of 122

Withheld pursuant to/removed as

s.13 ; s.16



s.12; s.13

PAST INTERACTIONS:

- None ministry staff are aware of.

DISCUSSION:

s.13; s.16

TRAN is accountable for the overall delivery of the ITDS and is responsible for the transportation related inputs, including, but not limited to engagement with transportation stakeholders. In addition to supporting the MOTI minister in the delivery of the ITDS, MUNI is responsible for the land-use and community planning components including engagement with community stakeholders such as local governments, and the Union of British Columbia Municipalities (UBCM). TRAN is also responsible for ensuring the participation of other ministries, including Jobs, Economic Recovery, and Innovation, Attorney General (Housing), Agriculture, Food and Fisheries, and Environment and Climate Change Strategy, which are critical to the successful development of the ITDS.

s.12; s.13

ITDS scope s.13

s.13

FINANCIAL IMPLICATIONS:

Financial Implications will be managed through existing Ministry operational and capital budgets.

Attachments:

s.12; s.13

PREPARED BY:

David Greer, Executive Lead
ITDP

REVIEWED BY:

Nancy Bain, EFO
Finance and Management Services Department
Kaye Krishna, Deputy Minister

DATE:

N/A
21-Feb-8

Integrated Transportation and Development Strategy



**Joint Minister Briefing
February 2021**



Purpose and Agenda

Purpose:

- Seek feedback on ITDS approach to strategy development
- Confirm direction on engagement

Agenda:

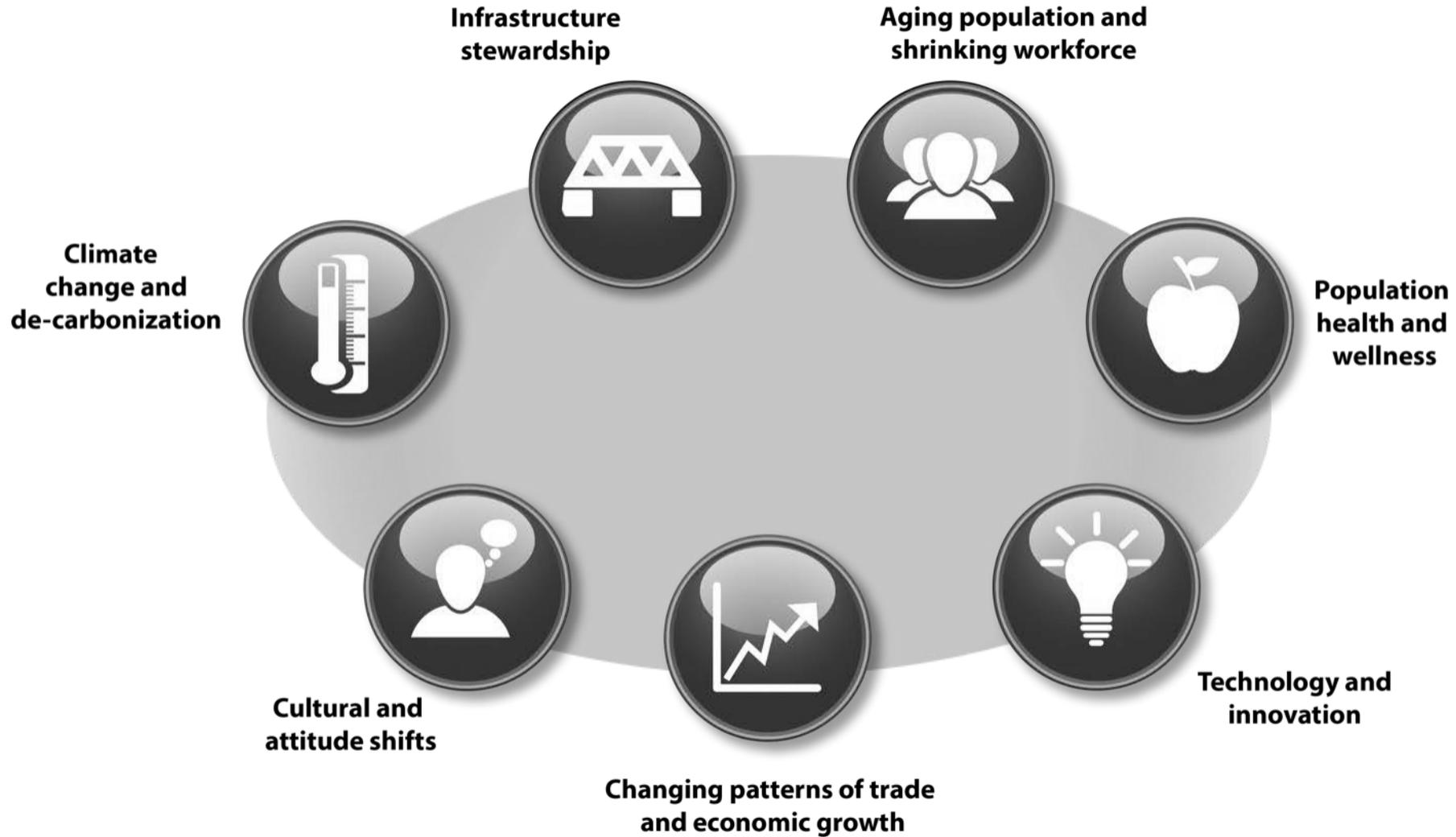
- Overview & Context
- Work-to-date
- Proposed Work Phases
- Next Steps

Page 033 of 122

Withheld pursuant to/removed as

s.12 ; s.13

Drivers of Change



Regional Challenges & Priorities



LOWER MAINLAND REGION

- Serious cost of living pressures/affordability
- Complex multi-jurisdictional landscape resulting in coordination challenges
- Congestion impacts on commuters and the economy; climate change mitigation and adaptation



VANCOUVER ISLAND/ COAST REGION

- Emerging housing and infrastructure pressure
- Reliability and connections (e.g. Malahat, Highway 14, Highway 4; among islands; to Mainland)
- Growing congestion in south island; climate change mitigation and adaptation



NORTHERN REGION

- Housing cost and supply in boom-bust
- Reliability, safety, connections, and accessibility (e.g. remote communities, rural areas, reductions in private carriers)
- Resource sector needs; climate change mitigation and adaptation



SOUTHERN INTERIOR REGION

- Emerging urban housing cost pressure
- Reliability, safety and connections (e.g. weather events and accidents)
- Growing congestion in key urban areas; climate change mitigation and adaptation

To-Date ITDS Decisions and Direction

s.12; s.13

B.C.'s Economic Plan (2019-2020):

To accommodate population growth and shape how and where B.C. will grow, a new ITDS is needed that will align transportation and land use planning, optimize a multi-model transportation system, create quality jobs, limit GHG emissions and develop affordable, resilient communities.



Economic Plan
2019-2020



Budget 2020:

“A new Integrated Transportation and Development Planning process to develop a collaborative vision for B.C.’s transportation and affordable development needs that contribute to an efficient and accessible multi-modal transportation network that connects communities, regions and global markets.”



Current ITDS Mandate and Outcomes

November 2020 Mandate commitments:

- MOTI: lead work on the ITDS to ensure greater alignment between transportation and land-use planning
- MUNI: support the Minister of Transportation and Infrastructure to work on the ITDS to ensure greater alignment between transportation and land-use planning

Provincial Strategic Alignment

- COVID-19 Economic Recovery & Provincial Economic Plan (Fall 21)
- Development Approval Process Review (DAPR)
- Housing Needs Reports
- Homes for BC: 30 Point Plan
- CleanBC
- Active Transportation Strategy

Page 039 of 122 to/à Page 041 of 122

Withheld pursuant to/removed as

s.12 ; s.13

Decisions & Next Steps

s.12; s.13

INFORMATION BRIEFING NOTE

Date: January 29, 2021
Prepared For: Honourable Josie Osborne, Minister of Municipal Affairs
Topic: Local Government Development Approvals Program
Purpose: Overview of proposed \$15M Local Government Development Approvals Program design and delivery.

BACKGROUND:

In February 2018 the BC Government released Homes for BC: A 30-Point Plan for Housing Affordability in BC, included a commitment to deliver 114,000 units of housing over 10 years. An ongoing key initiative in the plan, the Development Approvals Process Review (DAPR), is intended to improve the efficiency and effectiveness of local government development approvals and support the timeliness of new housing supply getting to market.

In response to DAPR consultation findings, a funding program has been developed to support local governments in improving the effectiveness and efficiency of their development approvals processes. The \$15M application-based Local Government Development Approvals Program (LGDAP) is receiving funding under the Canada-BC Safe Restart Agreement.

DISCUSSION:

Program design and delivery

The intent of the LGDAP is to support the implementation of established best practices and to test innovative approaches to improve development approvals processes while meeting local government planning and policy objectives. The LGDAP will be administered by the Union of BC Municipalities (UBCM), the conditions of which are described in the contribution agreement.

The proposed program guide (see draft guide, Attachment 1) establishes eligible applicants, projects, and costs, as well as grant maximums, application requirements, application review process, and reporting requirements. The guide is based on standard language and format used in all UBCM funding programs.

All local governments will be eligible for funding. Applicants are encouraged to work with each other on projects, as well as with external partners, including the development community and provincial agencies. External partners are not eligible to receive any funding from the program either directly or indirectly via the local government recipient.

Ministry staff are working with UBCM on program development and delivery with an anticipated launch in the week of February 16, 2021. The intake for applications will close in late April 2021.

s.13

Review Process

s.13



GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

s.13

s.13

The LGDAP enables local governments of different capacities and resource levels to benefit from the funding support to improve their development approvals processes.

FINANCIAL IMPLICATIONS:

s.12; s.17

Attachments:

1. s.13

PREPARED BY:

Lee Nicol, Director
Planning and Land Use Management Branch

APPROVED BY:

Tara Faganello, Assistant Deputy Minister
Local Government Division

Okenge Yuma Morisho, Deputy Minister

DATE APPROVED:

January 31, 2021

February 11, 2021

Page 045 of 122 to/à Page 050 of 122

Withheld pursuant to/removed as

s.13



INFORMATION BRIEFING NOTE

Date: February 10, 2020

Prepared For: Honourable Josie Osborne, Minister of Municipal Affairs

Topic: Impact of federal government approach to meeting immigration levels targets

Purpose: To describe the federal government's planned actions to meet immigration levels targets, and the implications these actions have for BC.

BACKGROUND:

The Minister of Immigration, Refugees and Citizenship Canada (IRCC) tabled the 2021–2023 Immigration Levels Plan on October 30, 2020. The Immigration Levels Plan outlines the number of people that Canada aims to provide permanent resident status to each year.

The COVID-19 pandemic had a significant impact on the number of immigrants that Canada granted permanent residence to in 2020. The federal government's target in 2020 was 341,000, but less than 174,000 people received permanent residence. To compensate for the shortfall, the 2021 to 2023 levels plan aimed to make up for the decrease in the number of newcomers coming to Canada in 2020, while also keeping the same trajectory of incremental increases in immigration set in previous immigration levels plans. The planned targets are for 401,000 permanent residents in 2021; 411,000 in 2022; and 421,000 in 2023. The previous plan set targets of 351,000 in 2021 and 361,000 in 2022.

Border restrictions, lockdowns and quarantine/testing requirements are becoming stricter as the second wave of the COVID-19 pandemic continues and new variants of the virus are spreading worldwide. Because permanent resident status can only be confirmed once someone is 'landed' in Canada, and there is currently no border exemption for people awaiting permanent resident status, Canada must look to the population of temporary residents already in Canada (such as international students and foreign workers) in order to try to meet their levels targets.

On February 9, 2021, IRCC informed provinces of their plans for trying to reach the 2021-2023 immigration levels targets. In addition to expediting applications for people already eligible for permanent residence, such as approved refugee claimants and family members sponsored by Canadians, IRCC is planning to significantly expand the number of people who can apply in the Canadian Experience Class (CEC). The CEC is a category in the federal immigration system that focuses on immigrants with Canadian work experience and strong language skills. Ninety per cent are already in Canada. IRCC is looking at inviting all people who are in their "pool" of applicants, instead of their usual practice of only inviting those who have a point score above a certain level (which indicates high human capital factors). This massive invitation of CEC applicants could occur as early as February 13, 2021. Rough estimates by BC staff indicate that there may be as many as 12,000 people in BC who could receive an invitation to apply to the CEC in this one invitation draw, whereas in past years around 5,800 people in BC have been invited to apply through CEC in the entire year.

Additionally, IRCC is considering a one-time exceptional public policy to create additional permanent resident pathways for temporary residents. Proposed groups include:

- International graduates from Canadian institutions.
- Active students in professional health studies (doctors, nursing, practical nursing).
- Foreign workers, focusing on healthcare occupations.
- Francophone immigrants.

The new pathways are still under development and if they go ahead, would likely be announced in a timeframe of weeks to months.


DISCUSSION:

IRCC's planned actions to meet the immigration levels targets would have a significant impact for BC,
s.16

s.16

IRCC's planned actions will result in people being able to apply for permanent residence who otherwise would not have been eligible under any program.

s.16

IRCC's planned actions will also divert many people who BC would have nominated through the PNP under normal circumstances. Although the result is the same whether someone gets permanent residence through federal programs or through the PNP, this 'diversion' of PNP applicants will have significant operational impacts on the PNP.

s.13; s.16

s.13

s.13

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

Further analysis of impacts, including with a GBA+ lens, is in progress.

FINANCIAL IMPLICATIONS:

The PNP is a cost-recovery program funded through applications fees. In order to achieve cost-recovery, the program needs to make a certain number of nomination decisions each year. Some applicants who withdraw from the program will be eligible for a refund of their application fees if the assessment has not begun.

s.13; s.16; s.17



Ministry of
Municipal Affairs

PREPARED BY:

Carling Helander, Executive Director
Immigration Policy and Integration Branch

APPROVED BY:

David Curtis, a/Assistant Deputy Minister
Immigration and Strategic Planning

Okenge Yuma Morisho, Deputy Minister

DATE APPROVED:

February 10, 2021

February 10, 2021



MEETING BRIEFING NOTE

- Date:** February 12, 2021
- Prepared For:** Honourable Josie Osborne, Minister of Municipal Affairs
- Topic:** District of Tofino is seeking to discuss wastewater project funding, challenges in delivering rural infrastructure, and alternate revenue sources
- Purpose:** Three topics of interest are:
- Funding for the wastewater treatment project;
 - Infrastructure challenges faced by rural communities; and,
 - Alternative revenue sources for municipalities.
- Meeting With:** District of Tofino Council on February 17, 2021 (tentative)

KEY MESSAGES:

- **We appreciate your ongoing efforts to find an approach that will enable the wastewater project to move forward. We encourage you to continue looking at all procurement options.**
- **If you have not undertaken a market sounding exercise to determine whether there is any opportunity for a Public-Private Partnership (P3) then we encourage you to do so as perhaps there is a procurement opportunity that can leverage a P3 in the short term to deliver the project for the long term.**
- **I recommend you keep in contact with ministry staff and I will ask staff to stay connected as the project progresses.**
- **The Province is aware of the request from UBCM and local governments for new or alternative revenue sources. We will continue to work with UBCM and local governments as this important initiative takes shape.**

BACKGROUND:

Federal and provincial regulations require that the District of Tofino (DoT) provide wastewater treatment for sewage discharged to the ocean. A few years ago, the DoT prepared the design for a wastewater treatment project estimated at a total cost of approximately \$55M. Under the 2019 Environmental Quality (EQ) stream (first intake) of the Investing in Canada Infrastructure Program (ICIP), DoT was approved for approximately \$40.2M towards the project (73 percent). DoT committed to borrow \$16M for the project, the maximum long-term borrowing possible.

The tender process undertaken in 2020 did not result in a successful bid from the pre-qualified proponents. DoT identified the submitted bids as legally non-compliant because they were well beyond the approved budget - with a lowest cost of about \$82M.

Project costs are now estimated to exceed the sum of available funds and DoT's borrowing capacity.

In 2020, DoT received \$1,167,470 in unconditional provincial grant funding which included:

- \$822,000 (COVID Restart Grant) to help address increased operating costs and lower revenues due to the pandemic.
- \$345,470 (Small Community Grant) to assist in providing basic services. Since 2015, DoT has received an average of \$340,000 annually through the program.



Ministry of
Municipal Affairs

DISCUSSION:

s.16; s.17

s.16

3) Alternate Revenue Sources for Municipal Governments

s.12



s.12

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

Funding programs have limited diversity and inclusion implications because funding is generally awarded for critical municipal infrastructure that serves all residents of a community. Although the DoT community likely serves many privileged individuals travelling for ecotourism, the provision of wastewater services benefits all members of the community including diverse and less fortunate residents.

FINANCIAL IMPLICATIONS:

- None as funding decisions under the ICIP program fall within the approved program envelope.

Attachments:

Appendix 1 – s.12; s.13

Appendix 2 – Local Government Finance Review (PDF)

PREPARED BY:

Brian Bedford, Executive Director
Local Government Infrastructure and
Finance
(778) 698-3232

APPROVED BY:

Tara Faganello, Assistant Deputy Minister
Local Government Division

Okenge Yuma Morisho, Deputy Minister

**DATE
APPROVED:**

February 10, 2021

February 12, 2021

Page 058 of 122 to/à Page 067 of 122

Withheld pursuant to/removed as

s.12 ; s.13



MEETING BRIEFING NOTE

Date: February 12, 2021

Prepared For: Honourable Josie Osborne, Minister of Municipal Affairs

Topic: Public Library Funding

Purpose: CUPE BC wishes to discuss public library funding and the reinstatement of the provincial budget line for public libraries

Meeting With: Paul Faoro, President, CUPE, BC Division on February 17, 2021. Also attending: Justin Schmid, Legislative Coordinator, Canadian Union of Public Employees; and Tracey Matheson, Libraries Coordinator, Canadian Union of Public Employees

KEY MESSAGES:

- **Libraries are key partners in supporting vibrant and healthy communities**
- **In March 2020, an additional \$3 million one-time funding was allocated to enhance electronic collections, public computing, and connectivity.**
- **The Ministry continues to work with the library community to identify priorities and make smart investments through planning and collaboration.**
- **Libraries have an important role in economic and social recovery during the COVID-19 pandemic, including helping to inform the public.**

BACKGROUND:

CUPE BC President Paul Faoro has sent a letter requesting a meeting with Minister Osborne to discuss the following topics:

- Provincial funding for public libraries
- Transparency of public library funding within the provincial budget (service line)
- Impacts of COVID-19 on public library services and library workers

Quick Facts:

- CUPE represents 29/71 locals of library staff and librarians in BC (see Attachment 1).
- The majority of libraries are not unionized however, CUPE represents library workers in most of the larger urban and regional libraries (approx. 3500 out of 4000 workers). CUPE BC is also a key representative of unionized local government staff.
- Library boards are the employers of library staff (Library Act) and local governments are the major funder.
- Provincial funding for public libraries is \$14M annually and is scheduled for distribution in June 2021.

This will be the first meeting of Minister Osborne with representatives of CUPE BC on the topic of public libraries and library workers. Minister Fleming, then Minister of Education met with CUPE BC on a range of topics but not specifically on public libraries in the past year. The Public Libraries Branch Director, Mari Martin, met with other CUPE BC representatives this past summer to discuss the availability of a public health representative to meet with library workers and answers to questions on COVID-19. Ministry staff encouraged CUPE to connect directly with local health authorities. At that time representatives conveyed some of the impacts on library workers as result of the pandemic and challenges faced in providing public services.



DISCUSSION:

CUPE BC will likely highlight the following issues:

Budget line transparency:

In 2012, the Ministry of Finance consolidated several program budgets, including public libraries, within the Ministry of Education, into the “Transfers to Partners” budget line item. Under MUNI’s Estimates structure, public libraries roll up under the Local Government services and transfers sub vote, and does not have its own budget line. The issue of a dedicated budget line item has been raised by local government through the annual UBCM Resolution process in 2012 (Resolution C15) and 2014 (Resolution B17).

There is a perception among public library stakeholders, including CUPE BC, that the absence of a specific budget line for public libraries makes funding tenuous and less transparent. The consolidation of the libraries budget line was an administrative exercise to make budget estimate documents more succinct and has not impacted the security of funding to BC public libraries. Public Libraries Branch publishes the allocation of funding on the province’s website.

Provincial funding to public libraries:

Provincial funding to public libraries has been \$14M since 2009/2010. Provincial funding is intended to support and supplement strategic priorities and specific provincial programs, as opposed to supporting daily public library operations.

In March 2020, \$3M in one-time funding was allocated to support common collections, digital resource and connectivity initiatives. This was the first new targeted funding was provided to libraries in a decade and helps the ministry deliver on the strategic plan for public library services released at the same time.

There have been numerous UBCM Resolutions seeking increased provincial funding to public libraries, most recently in 2019 as part of the “\$20 million by 2020” campaign.

The Provincial Strategic Plan for Public Library Service (2020) commits the ministry to review the funding allocation framework and the pressure on the funding framework has been widely acknowledged.

Restoration of full library services:

As a result of the COVID-19 pandemic, physical access to libraries was voluntarily closed across the province for several weeks or months. Even as most libraries re-opened in summer 2020, some of the larger library systems, represented by CUPE, laid off staff and have been slow to resume full service and hours. As a result, CUPE BC initiated a campaign called Betterlibraries.ca calling on local decision makers (local governments and library boards) to re-open libraries or expand service offerings, within the limits of WorkSafe BC/COVID-19 protective measures.

Operations and service levels are decisions of library management in consultation with library boards. However, some local governments may have influenced those decisions. (e.g. Surrey and Vancouver have both been vocal on the need to close services and lay off staff to save money).

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

Broadly speaking, public libraries strive to be places of inclusivity, and provide service to everyone. However, there are certain segments of society for which libraries are particularly important - young families, newcomers to Canada, the elderly, the digitally insecure and people experiencing homeless or isolation. The Provincial Strategic Plan for Public Library Service (2020) is aligned with other government plans such as Together BC and the poverty reduction strategy. The plan provides a framework to better support more inclusive and accessible services.



CUPE BC represent more than 3500 staff working in public libraries around the province. According to CUPE, over 50% work in precarious positions, either part-time or casual positions, with little job security or benefits. CUPE BC workers are mainly front-line workers - women occupy many of these positions.

FINANCIAL IMPLICATIONS:

Funding was allocated to public libraries in March 2020 because of the re-profiling of grants while at the Ministry of Education. Funding is scheduled to be allocated in June 2021 (\$14M). Libraries have received funding in each of their fiscal years 2018, 2019 and 2020.

Attachments:

1. List of CUPE BC Libraries
2. 2020 Public Library Funding Fact Sheet

PREPARED BY:

Denise McGeachy, Library Consultant
Mari Martin, Director
Public Libraries Branch

APPROVED BY:

Tara Faganello, Assistant Deputy Minister
Local Government Division

Okenge Yuma Morisho, Deputy Minister

DATE APPROVED:

February 12, 2021

February 12, 2021

**Attachment 1: CUPE BC Library Locals**

1. Burnaby
2. Castlegar
3. Coquitlam
4. Creston
5. Dawson Creek
6. Fernie
7. Fraser Valley Regional
8. Gibsons and District
9. Grand Forks and District
10. Greater Victoria
11. Kitimat
12. Mackenzie
13. Nelson
14. North Vancouver City
15. North Vancouver District
16. Okanagan Regional
17. Penticton
18. Port Moody
19. Powell River
20. Prince Rupert
21. Richmond
22. Sechelt
23. Smithers
24. Surrey
25. Terrace
26. Thompson-Nicola Regional (integrated with the regional district as a department)
27. Trail
28. Vancouver
29. Vancouver Island Regional

Also, collective agreement negotiations are underway in Fort St James.

Attachment 2: 2020 Public Library Funding Fact Sheet

Description:

- The Province provides a portion of annual funding directly to B.C. public libraries and library sector partners.
- Funding supports:
 - Equitable access to information, programs and services across B.C.
 - Greater collaboration between libraries to share services and digital collections
 - Technical infrastructure, such as library catalogues, websites and basic library technology
 - Province-wide programs such as *BC OneCard*, resource sharing and the *BC Summer Reading Club*

Library and Service Delivery Partners

1. Public Libraries (direct)
2. BC Libraries Cooperative (BCLC)
3. BC Library Association (BCLA)
4. BC Library Trustees Association (BCLTA)
5. BC Electronic Library Network

Statistics:

1. Provincial funding represents 5% of the total public funding provided to B.C. public libraries.
2. In rural areas, provincial funding may make up between 6% and 53% of annual public funding to the library.
3. Public libraries serve 99% of B.C.'s population.
4. Interlibrary loan use has risen by 47% over the past five years. (158,359 items in 2019)

Key Facts:

- \$14M in 2019/20 was allocated to public libraries on March 31, 2020.
- \$3M in 2019/20 in one-time funding was allocated to support common collections, digital resource and connectivity initiatives.
- The ministry's Service Plan shows a one-time reduction in 2020/21, as a result of re-profiling the timing of funding for public libraries.
- The Ministry of Education distributes funding to public libraries through eight grants:
 - Four grants directly to Public Libraries include the *Per Capita Operating*, *Resource Sharing*, *BC OneCard*, and *Literacy/Equity* grants.
 - Four grants to partner associations and library federations for Operations, Technology and Alternate Formats in support of provincial services/programs and system-wide support.

Key Outcomes:

- Equitable access to library services for all British Columbians, including efforts to extend library programs services, and digital collections through all areas of the province.
- A collective approach to service delivery that removes barriers for people and communities to accessing library, internet and learning services.
- Effective program that is equitable, accountable, transparent and aligned to provincial priorities.
- More effective and coordinated technical support and interlibrary loan services across libraries.

2020 Funding (Note: allocated March 2020)

Recipient(s)	Grant Name	2020
Direct to Public Libraries Grants	Per Capita Operating	\$9.855 M
	BC OneCard	\$0.823 M
	Resource Sharing (Interlibrary Loan)	\$0.322 M
	Literacy/Equity	\$0.759 M
Provincial Services/Programs Grants	Library Partners/Programs	\$1.260 M
	Technology Grant	\$0.980 M
Grand Total		\$14.000 M

Specific Funding Changes in 2020:

- All direct funding to libraries remains unchanged. Libraries receive the same amount in 2020 as in 2019.
- Adjustments are being made to one-time grants (to partners) to address a policy change for Salt Spring Island Public Library (which has moved to a rural status) and to pay for increased the interlibrary loan software costs.

Page 073 of 122 to/à Page 079 of 122

Withheld pursuant to/removed as

s.13



MEETING BRIEFING NOTE

Date: February 16, 2021

Prepared For: Honourable Josie Osborne, Minister of Municipal Affairs

Topic: Spences Bridge Improvement District

Purpose: To discuss the Spences Bridge Improvement District and an electric vehicle charging station in the Improvement District.

Meeting With: MLA Jackie Tegart (Fraser-Nicola) on Feb 18, 2021.

KEY MESSAGES:

- **The *Local Government Act* provides the framework for the governance of improvement districts including the election of trustees to the improvement district board.**
- **Improvement districts do have limited authority and can only provide the services that are authorized in their Letters Patent. The Spences Bridge Improvement District (SBID) has the authority to provide fire protection and street lighting.**
- **A lease between the SBID, BC Hydro and the Thompson-Nicola Regional District (TNRD) for an electric vehicle (EV) charging station installed on SBID property expired in January 2021, and the parties (SBID and BC Hydro) to a proposed renewal have failed to reach agreement.**
- **The Ministry of Municipal Affairs (Ministry) cannot make decisions on behalf of SBID with respect to agreements for land owned by the improvement district or provide legal advice.**
- **The Ministry will continue to support SBID trustees and staff regarding the improvement district and, where appropriate, be engaged with SBID as they develop a path forward with BC Hydro and TNRD for the location or any lease renewal for the EV charging station.**

s.13; s.16

BACKGROUND:

Improvement districts are public bodies incorporated by Cabinet through Letters Patent and managed by elected trustees to provide and administer one or more specific services within a defined geographic region. They do not provide general governance or land use planning roles but do impose taxes and tolls to pay for services.

The Spences Bridge Improvement District (SBID) is responsible for providing fire protection and street lighting to Spences Bridge, a rural community with 112 properties located about 80 km west of Kamloops. The SBID also provided water service to the community until 2007 when a successful assent vote was conducted and the water service was converted to the Thompson-Nicola Regional District (TNRD).

The SBID is governed by an elected board of three trustees, one of whom serves as the chair. Trustees serve a three-year term, with terms typically staggered so that there is only one trustee position to be elected each year. The current chair of the SBID was elected in 2019 for a three-year term (expiring in 2022), and an AGM to fill the next vacant position will occur sometime in 2021.

In 2017, after all but one trustee resigned, the Province appointed a consultant in local governance to assist the SBID to hold an election and develop election procedures. The purpose of this work was to restore



stability to the community and fire services operations. In April 2018 the consultant also delivered a sustainability assessment report on the services of the SBID, which recommended that the SBID trustees focus on the priority needs of the community (administration, fire protection and street lighting).

A BC Hydro EV charging station was installed on SBID property in 2015 through an agreement with TNRD and BC Hydro. BC Hydro and TNRD entered into an agreement for the EV charging station and, in turn, TNRD leased the land from the SBID for \$1/year for a 5-year term. Over time concerns have been raised about the location of the charging site, and a lack of public washroom facilities, garbage and maintenance.

In 2018 BC Hydro approached the current SBID trustees to contract directly with the SBID to renew an agreement to host the EV charging station (without TNRD). The SBID trustees requested additional terms from BC Hydro, and the two parties have not yet been able to finalize a renewal to the agreement. The current agreement between BC Hydro and TNRD expired at the end of January 2021.

DISCUSSION:

s.13; s.16

Over the years, Ministry staff have worked to connect SBID trustees and volunteer fire fighters with Office of the Fire Commissioner resources, worked with the SBID administrator on election procedures and conducting elections, provided consulting resources to develop a plan for the future of the improvement district and the fire service, worked with the regional district to determine improvement district conversion alternatives, and worked with the neighbouring Indigenous community (Cook's Ferry First Nation) to attempt to resolve conflict and tensions between their communities. Some of the common challenges heard by Ministry staff include:

- Lack of transparency and accountability in SBID administration.
- Lack of watering of the Spences Bridge school building fields.
- Capacity of SBID to deliver the fire and first responder service.
- SBID's purchase of a former school site and its use for activities outside its prescribed purpose.
- Dissatisfaction from some residents with the current water service provision (despite that TNRD have taken responsibility for water services).
- Disagreement over the decision to host an EV charging station on SBID property, and its location.

Electric Vehicle Charging Station

Regarding the lease renewal for the EV charging station (which would now involve two charging stations, vs. one), Ministry staff understands from the SBID trustees that SBID requested that BC Hydro:

- Pay \$15/day per station at the site (rather than \$1/year under the former lease);
- Pave the site;
- Clean-up the site (i.e. paint parking stalls, add signage and fencing); and
- Build public washrooms at the site (to be maintained by SBID through the payments received).

Ministry staff understands that SBID trustees feel that the SBID taxpayers will be subsidizing the EV charging station and that it poses a liability risk to the SBID.

Role of the Ministry

The role of the Ministry is to support improvement districts and trustees in performing their specific local service roles. The Ministry is also actively involved in conversions, where the services of an improvement district are transferred to a regional district (as occurred with the SBID's water services in 2007 with the



TNRD). The Ministry does not make decisions relating to agreements for land owned by an improvement district or provide legal advice.

Possible Steps Forward

Ministry staff will continue to support SBID trustees and staff on issues and administration relating to the improvement district. Regarding the EV charging station, as directed, staff can also be engaged with SBID as they develop a path forward with BC Hydro and TNRD for the location or any lease renewal for the EV charging station.

s.13; s.16

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

There are no known GBA+ impacts in relation to the decision around the EV charging station. Relevant data, disaggregated by identity factor, from which to draw inferences regarding diversity implications for a change to the location of the EV charging station is not available at this time.

FINANCIAL IMPLICATIONS:

- There are no financial implications.

PREPARED BY:

Lisa Hoskins, Program Analyst
Governance and Structure Branch

APPROVED BY:

Tara Faganello, Assistant Deputy Minister
Local Government Division

Okenge Yuma Morisho, Deputy Minister

DATE APPROVED:

February 14, 2021

February 16, 2021

Page 083 of 122 to/à Page 093 of 122

Withheld pursuant to/removed as

s.12 ; s.13



INFORMATION BRIEFING NOTE

Date: February 19, 2021
Prepared For: Honourable Josie Osborne, Minister of Municipal Affairs
Topic: Auditor General for Local Government
Purpose: Update on the closure of the Office of Auditor General for Local Government

BACKGROUND:

The Auditor General for Local Government (AGLG) is an independent Office that was established by legislation to conduct performance audits of local governments. In February 2020, the Province decided to close the AGLG office. March 31, 2021 is the targeted shut down date for the physical office space. The AGLG's mandated activities will finish once the Office has published its final Annual Report anticipated in the Spring.

DISCUSSION:

The AGLG Office is well advanced in implementing its closure plan. The only remaining audit related work for the AGLG is the development of a short Capital Project Management good practices booklet, which is scheduled to be published on February 24, 2021. The AGLG was scheduled to audit the City of Victoria's Johnson Street Bridge project, but due to challenges arising from Covid-19 impacts and other factors this audit was cancelled in December 2020 (see Appendix 1)

Following completion of the good practices booklet, the final reporting requirement for the AGLG is to produce an Annual Report that reviews activities and performance against the Office's 2020/21 Service Plan. To provide a public record of the wind down process the Annual Report may also include a summary of closure activities.

The AGLG is working closely with the Ministry of Municipal Affairs (MUNI) on a range of closure activities including:

s.13

- **Transparency and Accountability:** Ensuring closure activities are conducted in a manner that is consistent with best practices for dissolving agencies and public reporting.

The AGLG is overseen by an Audit Council appointed by Order-In-Council. The Council recommends who should serve as AGLG, reviews the performance of the AGLG, and provides feedback on reports and service plans. Appointments were made in 2020 and do not need to be reconsidered until May 2021. If the AGLG's Annual Report is published prior to May 30, 2021, reappointments will not likely be necessary.



Ministry of
Municipal Affairs

Following the closure of the AGLG Office, the *Auditor General for Local Government Act* will need to be repealed. The repeal of the Act is not time sensitive and will likely be included in one of the MUNI's future Miscellaneous Bills, as priorities allow. MUNI's 2021 legislative agenda may not be able to accommodate this item; therefore, the tentative target date for repealing this Act is spring 2022.

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

There are no GBA+ considerations or implications related to this information.

FINANCIAL IMPLICATIONS:

The AGLG's 2021/22 budget may be included in the MUNI's budget appropriation rather than under its own Vote as has been the case previously. MUNI is working with the AGLG Office to address budget management issues.

Attachments:

Appendix 1: IBN - Closure of the Office of Auditor General for Local Government

PREPARED BY:

Chris Jensen, Sr. Policy Analyst,
Community and Legislation Branch

APPROVED BY:

David Curtis, Assistant Deputy Minister
Management Services Division

Okenge Yuma Morisho, Deputy Minister

DATE APPROVED:

February 15, 2021

February 19, 2021



INFORMATION BRIEFING NOTE

Date: December 11, 2020

Prepared For: Honourable Josie Osborne, Minister of Municipal Affairs

Topic: Closure of the Office of Auditor General for Local Government

Purpose: Update the Minister on plans for closure of the Office and an audit of the City of Victoria's Johnson Street Bridge Project

BACKGROUND:

The Auditor General for Local Government (AGLG) is an independent Office that was established by legislation to conduct performance audits of local governments to assist in their accountability to communities. In February 2020, the Minister of Municipal Affairs and Housing decided to close the AGLG office. Just prior to the closure announcement, the AGLG announced that it would undertake an audit of the City of Victoria, Johnson Street Bridge project.

Since February 2020, the AGLG has completed a capital project management performance audit for the District of Mackenzie, and two perspectives booklets on capital project management and drinking water management. It has also conducted planning and other related work for a capital project management performance audit of the City of Victoria's Johnson Street Bridge project (JSB).

The current A/Auditor General is Mike Furey, appointed September 17, 2020.

Discussion

Office closure plans

Plans for the AGLG closure are well advanced and March 2021 is the targeted shut down date for the physical office space. The wind down of AGLG operations will continue for a short period after this date. Staff have been provided working notice and some have already found employment elsewhere. There is a small staff contingent remaining mostly focussed on corporate management and office closure tasks. The AGLG is working closely with the Ministry on budget management issues, vacating office space, IT and records management, employment opportunities for the remaining AGLG staff and other related activities.

City of Victoria Johnson Street Bridge Audit

Original timelines for the completion of the City of Victoria audit have been negatively impacted by earlier than anticipated departures of key audit team members and the Covid-19 Pandemic. The timely production and review of thousands of documents, an inability to conduct in-person walkthroughs of City processes and systems, a reliance on external consultants, construction related litigation between the City and contractors and other factors have resulted in the potential for cost escalation and an inability to complete the audit prior to the AGLG closure.

Given these externalities, completion of the JSB audit will not occur by the scheduled office closure date nor are there sufficient funds within the current (FY20/21) AGLG budget to complete the City of Victoria audit.

The Acting/AGLG has found the risks associated with timely production and review of documents, staff departures and pending office closure, reliance on external resources, project related litigation, potential cost escalation for an already high cost audit, lead him to the conclusion that the AGLG is not in a position to complete the JSB audit. Funds have been expended on the audit; however, and the A/AGLG believes they are still early enough in the process that a decision to not proceed is financially sound.



Ministry of
Municipal Affairs

According to the A/AGLG, "While the AGLG office is unable to complete the City of Victoria audit, I understand Mayor Helps is interested in seeing an audit completed. Alternatives to an AGLG audit could include the Provincial Auditor General, if permitted under their legislative authority, an external independent entity such as KPMG or other accounting firm, or another approach acceptable to the Ministry and the City. Another entity may be able to build on the AGLG's work to date on the City of Victoria."

s.13; s.16

It is anticipated that the AGLG decision to not complete the City of Victoria audit will generate media attention in the Capital Region.

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

There are no GBA+ considerations or implications related to this information.

FINANCIAL IMPLICATIONS:

A March 2021 closure of the AGLG office will result in the transfer of approximately \$200,000 to the Ministry for fiscal year 2020/21.

Attachments:

None

PREPARED BY:

Tim Lesiuk, Executive Director, SPLUD
Mike Furey, Acting AGLG

APPROVED BY:

David Curtis, Assistant Deputy Minister
Management Services Division

Okenge Yuma Morisho, Deputy Minister

DATE APPROVED:

December 10, 2020

December 11, 2020



MEETING BRIEFING NOTE

Date: February 22, 2021

Prepared For: Honourable Josie Osborne, Minister of Municipal Affairs

Topic: Meeting request from MLA Pam Alexis

Purpose: DCC Issues, Abbotsford Collector Wells Grant Application, and District of Mission Application for City Status

Meeting With: MLA Pam Alexis – February 25, 2021

KEY MESSAGES:

- **Regarding Abbotsford's request to include provincial interchanges as allowable DCC projects, the DCC Best Practices Guide, which is the guiding document for all DCC related issues, states that eligible DCC projects are to be used exclusively for local government infrastructure. Since the interchanges are provincial, they are not eligible for inclusion in a DCC program.**
- **We invite Abbotsford staff to continue to work with their ministry financial analyst to develop a DCC bylaw which will meet the approval requirements set under provincial statute and the DCC Best Practices Guide.**
- **The City of Abbotsford has applied to the current intake to ICIP-EQ (second intake) for the Collector Wells Sustainability Project. Applications are currently under review and being evaluated based on the program criteria. Decisions are anticipated to be announced later in Spring 2021.**
- **Mission's request for "City" status is actively being reviewed and we hope to have more to update you soon (possibly by March 2021).**

BACKGROUND:

MLA Pam Alexis would like to discuss three topics with the Minister.

First, MLA Alexis would like to discuss the possible inclusion of provincial road interchange projects in municipal Development Cost Charge (DCC) bylaws. Under the current DCC Best Practices Guide, only municipal-owned projects can be included as eligible projects in a DCC program.

Second, MLA Alexis would like to discuss the status of a capital grant application for the City of Abbotsford. The Ministry of Municipal Affairs (MUNI) received a grant application from Abbotsford for its collector wells under the "Investing in Canada Infrastructure Program: Green Infrastructure - Environmental Quality". Applications are currently under review and being evaluated based on the program criteria. Decisions are anticipated to be announced later in Spring 2021.

Third, MLA Alexis would like to discuss the District of Mission's recent application to become a City. The District of Mission has submitted an application for City status. This application is currently under review by MUNI.

DISCUSSION:

DCC Request

Regarding Abbotsford's request to include provincial interchanges as allowable DCC projects, the DCC Best Practices Guide, which is the guiding document for all DCC related issues, states that eligible DCC projects are to be used exclusively for local government infrastructure. Since the interchanges are provincial, they are not eligible for inclusion in a DCC program.



A similar issue, regarding the District of Langley, was discussed between staff from MUNI and the Ministry of Transportation and Infrastructure (MoTI). MUNI staff informed MoTI of the requirements in the DCC Best Practices Guide that the local government own all assets included in a DCC program. This is to ensure that developers are only charged for municipal capital costs (not provincial).

There are separate mechanisms for provincial costs. For example, school site acquisition costs are a special fee (defined in statute) that is collected by a local government on behalf of the Province. However, there is no parallel authority for road interchanges.

s.13; s.16

Investing in Canada Infrastructure Program – Environmental Quality (ICIP-EQ) Application

The City of Abbotsford has applied to the current intake to ICIP-EQ (second intake). The Collector Wells Sustainability Project has a total cost of \$70,540,000 and is seeking \$51,726,982 in grant funding. The second intake of ICIP-EQ has approximately \$150,000,000 available. The project's objective is to add capacity by developing a collector well as a new water source in addition to the existing sources (Norrish Creek, Cannel Lake, and groundwater wells). The project scope includes a horizontal collector well, lift stations and water treatment plant.

s.12; s.13; s.16

Today, 38,833 residents live in urban, suburban, and rural residential neighbourhoods – predominantly on the Fraser River - surrounded by extensive greenspace that extends north to Stave Lake. Forty percent of the municipality is covered by a municipal forest, producing population density of 1.53 residents per hectare.



Ministry of
Municipal Affairs

Following an extensive Official Community Plan review that set a vision for densification and development of industrial lands within the urban growth boundary, and community engagement on a 2018-2022 strategic plan, the municipal council proposed reclassification as a city to its electors. In 2019, Mission's council secured approval of the electors to request that the Province reclassify it as the City of Mission.

GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

N/A

FINANCIAL IMPLICATIONS:

N/A

Attachments:

Attachment 1: Meeting request from MLA Pam Alexis

PREPARED BY:

Sean Grant, Director
Local Government Infrastructure and Finance
(778) 698-3241

APPROVED BY:

Tara Faganello, Assistant Deputy Minister
Local Government Division

Okenge Yuma Morisho, Deputy Minister

DATE APPROVED:

February 22, 2021

February 22, 2021

From: Alexis.MLA, Pam <Pam.Alexis.MLA@leg.bc.ca>
Sent: February 5, 2021 12:09 PM
To: Richardson, Roari MUNI:EX <Roari.Richardson@gov.bc.ca>
Subject: Meeting request from MLA Pam Alexis

[EXTERNAL] This email came from an external source. Only open attachments or links that you are expecting from a known sender.

Hello Roari,

Thank you for your time speaking with me today.

Follow up to our call, MLA Alexis would like to set up a meeting with Minister Osbourne and staff this month to speak about a few issues from her community.

We are flexible in scheduling.

Topics that Pam would like to talk about:

- DCC issues
- Abbotsford collector wells application
- District of Mission application for City status

If anything else comes up to be added I will let you know.

Thanks again for your time. Looking forward to hearing from you.

All the best,

Sophia

Sophia Kreuzkamp | Constituency Assistant

Pam Alexis, MLA Abbotsford-Mission

E: pam.alexis.mla@leg.bc.ca | P: 604-820-6203

33058 First Ave, Mission BC V2V 1G3



MEETING BRIEFING NOTE

Date: February 22, 2021

Prepared For: Premier John Horgan
Honourable Josie Osborne, Minister of Municipal Affairs

Topic: BC Urban Mayors' Caucus (BCUMC) Priorities

Purpose: Discuss BCUMC's priorities and how the province will support these initiatives

Meeting With: BC Urban Mayors' Caucus – Wednesday, February 24, 2021

KEY MESSAGES:

Complex Care Housing

- In January, Minister Eby met with BCUMC to discuss their “blueprint” and their interest in having complex care housing in their municipalities. In February, during a meeting with Minister Malcolmson, BCUMC presented a concept to pilot five sites around the province for complex care housing.
- The Ministry of Attorney General is working closely with the Ministry of Mental Health and Addictions (MMHA) to support the development of complex care housing.
- Since the “blueprint” was published, the province has supported the request for commitment of up to \$77.3 million in annual operating funding for housing to be acquired by Vancouver, Victoria, and Surrey under Canada Mortgage and Housing Corporation's Rapid Housing Initiative.
- The Ministry of Attorney General also works directly with many local governments, with the Union of BC Municipalities, and with staff in the Ministry of Municipal Affairs on a number of files covered by the 30-Point Plan for Housing Affordability, the Rental Housing Task Force Recommendations, and the Homelessness Action Plan.
- Government has created a *Cabinet Working Group on Mental Health, Addictions and Homelessness* that is working on the development and implementation of a system of services and supports for the homeless population who have the most serious and complex mental health and/or addictions issues and who require the highest level of support. This work includes complex care housing and MMHA is hard at work with colleagues across government for early action on this important area of focus.

Mental Health and Addictions

- Over the past five years, the province has committed a total of \$746 million through 2022/23 to support an escalated response to the overdose emergency that includes a focus on priority actions that save lives, reduce stigma, and improve public safety.



- **MMHA is working across government to implement the policies, programs, and initiatives laid out in *A Pathway to Hope: A roadmap for making mental health and addictions care better for people living in British Columbia*. *A Pathway to Hope* is designed to improve the mental health and wellness of all British Columbians by ensuring people get access to the services they need to tackle problems early on.**
- **MMHA is working to accelerate BC's response to the overdose crisis across the full continuum of care: prevention, harm reduction, safe prescription medications, treatment and recovery.**
- **MMHA is actively exploring new ways to help prescribers separate more people from the toxic drug supply through safe prescription alternatives, including nurse prescribing, and is collaborating with the Office of the Provincial Health Officer, the Ministry of Health, and relevant regulatory colleges to accomplish this goal.**

New Fiscal Framework

- **The province is experiencing a deficit due to the pandemic as it is providing many struggling sectors with financial supports on the road to recovery. We anticipate that the province will have to manage ongoing fiscal pressures for years to come.**
- **Minister Osborne spoke to members of the Union of BC Municipalities Executive on Friday, February 19, 2021. She acknowledged the capital and operating pressures faced by local governments. She also committed to supporting the Union of BC Municipalities' Select Committee on Local Government Finance as it assesses the fiscal position of local governments. This work will be relevant to BCUMC communities.**

BACKGROUND:

The BC Urban Mayors' Caucus (BCUMC) is an informal, non-partisan group of mayors from Abbotsford, Burnaby, Coquitlam, Kamloops, Kelowna, Nanaimo, New Westminster, Prince George, Richmond, Saanich, Surrey, Vancouver and Victoria, representing over 55 per cent of the province's total population. The group came together in response to the COVID-19 pandemic and acts as a unified voice on critical issues facing their communities. Kelowna Mayor Colin Basran and Victoria Mayor Lisa Helps are currently co-chairs of the BCUMC.

In October 2020 the BCUMC released a "blueprint" (Appendix 1) for the province's urban future identifying four key priorities: mental health, substance use and treatment, affordable housing, public transit and a new fiscal relationship between local governments and the provincial government. BCUMC requested a meeting with the Premier and his Chief of Staff to discuss the BCUMC's priorities and how the provincial government will support these initiatives through ministry mandate letters.



DISCUSSION:

For this meeting BCUMC highlighted two priorities: complex care housing and a new fiscal framework for local governments.

Complex Care Housing:

At a recent meeting with Minister Malcolmson, the BCUMC presented a concept to pilot five sites around the province for complex care housing.

Complex care housing is an approach being considered to provide housing and services to those with complex conditions who are not adequately served by existing health and housing models. The MMHA Deputy Minister is meeting with Mayors Helps and Basran on February 25, 2021 to further discuss complex care housing and pilot opportunities. BCUMC has asked the province to include funding for pilot projects in Budget 2021.

Minister Malcolmson has committed to meet with BCUMC quarterly.

s.13

New Fiscal Framework for Local Governments

The BCUMC's "New Fiscal Framework" has two major priorities. First, the BCUMC would like to convene an implementation committee comprised of local and provincial government officials to revisit relevant recommendations from the Union of BC Municipalities' 2013 report titled *Strong Fiscal Futures*.

Second, BCUMC would like to pursue municipal finance reform to provide municipalities with a broader range of sustainable, predictable and reliable funding tools in order to address increasing financial pressures related to a growing asset base, aging infrastructure, climate change, housing challenges and the opioid crisis.

The Union of BC Municipalities is re-starting its work from *Strong Fiscal Futures 2013*, having formed a Select Committee on Local Government Finance. The province would like to better understand the opportunities and challenges in the local government fiscal framework, including analysis of the current financial situation for local governments. Hence, the province has indicated interest in supporting the Union of BC Municipalities in this work.

Regarding new fiscal arrangements, the province is open to dialogue with all parties, including the BCUMC, noting that the Union of BC Municipalities plays an overarching role in the fiscal framework discussion. It should be noted that the twenty largest municipalities in British Columbia have \$13 billion in gross financial assets (including surplus and capital reserves). These municipalities generate nearly \$8 billion in annual revenue and have nearly \$14 billion in unused borrowing authority. In 2019 alone, BC municipalities received \$660 million in senior government transfers for operations, planning, and capital.



Ministry of
Municipal Affairs

Thus, BC's largest municipalities currently have a broad range of financial and revenue tools to address future pressures. That said, the province is still open to discuss pressures faced by local governments.

FINANCIAL IMPLICATIONS:

s.12; s.13

Attachments:

Appendix 1: BC Urban Mayors' Caucus 2020 Blueprint for British Columbia's Urban Future

PREPARED BY:

Miriam Starkl-Moser
Manager, Policy & Legislation
LG Policy, Research and Legislation
Branch

APPROVED BY:

Tara Faganello, ADM
Local Government Division

Okenge Yuma Morisho, Deputy Minister

**DATE
APPROVED:**

February 21, 2021

February 23, 2021



Appendix 1

BC Urban Mayors Caucus Blueprint for British Columbia's Urban Future

COVID's Impact on B.C.'s Urban Communities

British Columbia's urban communities are facing unique challenges due to the COVID-19 pandemic, and the BC Urban Mayors' Caucus wants to ensure the next provincial government is ready to work in partnership with local governments to address the most pressing issues facing cities across B.C. as we recover from COVID-19.

Our urban communities are the province's economic engines – home to key industries and their workers, medium- and high-density housing development opportunities, world-class healthcare facilities and post-secondary education institutions. The communities we represent are diverse – from the south-western coast to the North, from the Fraser Valley to the Interior – but the vital economic role that each community plays, and the challenges we each face, are shared. Our cities are bearing the brunt of the COVID-19 pandemic and its impacts, which have exacerbated existing challenges related to mental health and substance use, homelessness, and a lack of affordable housing. With vital support from the provincial and federal governments, cities have maintained critical services, such as public transit, but ongoing financial challenges put the long-term sustainability of these services at risk. In addition, we are in danger of falling behind on planning for infrastructure expansion, economic development and climate change as our respective populations continue to grow and British Columbia moves to rebuild post-pandemic.

Our Shared Proposal

In this election, we are asking all parties to commit to working with leaders from B.C.'s urban communities to address the issues we face today, while we plan for the restored prosperity and growth expected when we eventually emerge from the pandemic. Moreover, putting our cities on the path to a strong recovery will support neighbouring smaller and rural communities and B.C. as a whole.

This partnership will require ongoing investments in key areas such as housing, health and infrastructure. A strong recovery will also depend on the creation of a new fiscal relationship between the provincial and municipal governments in this province – one that provides cities with sustainable, predictable and reliable funding tools, so we can support inclusive, equitable urban economies well into the future.

2020 Blueprint for B.C.'s Urban Future

1. Mental Health, Substance Use and Treatment

Since the beginning of the pandemic, there has been an unprecedented escalation in the challenges facing our communities stemming from the mental health and substance use crises. Too many of our residents are suffering from mental health and substance use issues and, increasingly, brain injury.

These crises existed before COVID-19, but have been exacerbated by a toxic drug supply, the increased level of pandemic-related homelessness and encampments, and increasing stigma and anger from some members of our communities. Our businesses – which are already struggling from the economic impacts of COVID-19 – are facing increased break-ins and other challenges, as a result of higher rates of social disorder and unpredictable, sometimes violent behaviour from people in crisis.



We call on all parties to commit to:

- Immediately expand the availability of the full range of substance use and mental health treatment and recovery options in our communities for both youth and adults, including appropriate facilities for those with complex needs. We need treatment on demand so people get it when they need it. We need action in months, not years.
- Make the recent public health order regarding expanding the number of health professionals authorized to prescribe safer pharmaceutical alternatives to the toxic drug supply permanent and urge all relevant regulatory colleges to scale up access to safer pharmaceutical alternatives for people at risk across B.C.
- While reviewing changes to the Police Act, consider alternative approaches for responding to mental health and substance use calls in the community on a 24/7 basis.

2. Affordable Housing

BC Housing and the Province have made significant investments to address the lack of affordable housing in our communities. Yet many residents still face stress and uncertainty related to housing affordability. Young families can't afford to buy homes in some communities. Seniors living in market-rental units have pensions that can't keep pace with rent increases. Low-wage workers are forced to commute long distances to access their jobs in our cities, severely impacting their quality of life. Too many of our vulnerable neighbours are looking for a path out of homelessness and people that identify as Indigenous are continually disproportionately represented in homeless counts.

There is not enough housing in our communities that is affordable for the people who live and work in them. This situation is also causing economic fallout for businesses in terms of recruitment and retention of workers, thereby reducing the overall productivity of B.C.'s economy.

We call on all parties to commit to:

- Accelerate investments to affordable, supportive and social housing on a priority basis, and simplify the funding application process.
- Continue to ensure there is a regulatory and taxation climate that prioritizes housing for people who live and work in our cities, rather than housing as an investment.
- Ensure there is a rental housing system that balances the security of tenure for renters with the needs of landlords.

3. Public Transit

Affordable, reliable and accessible public transit is critical to the economic, social and environmental future of our communities. Pre-COVID-19 ridership across the province was growing faster than anywhere in North America, as residents increasingly turned to transit as a viable alternative to single-occupancy vehicles.

Although the pandemic has cut transit ridership by over 50 percent and devastated the financial sustainability of TransLink, BC Transit and BC Ferries, this setback is temporary. For our cities to remain competitive with counterparts in the rest of Canada and the world in a post-pandemic economy, we must keep building transit-friendly communities that continuously invest in high-quality transit that reduces road congestion and GHG emissions, keeps our goods moving efficiently on limited road space, and offers an affordable transportation mode to all residents, especially those without other options.



We call on all parties to commit to:

- Complete the financial recovery of the projected long-term losses facing TransLink, BC Transit and BC Ferries once the recently announced Safe Restart operating funding expires in late-2021, so that service levels are maintained, allowing ridership to quickly bounce back through the pandemic and the economic recovery period.
- Redesign the transit funding model that has relied too heavily on regressive transit fares and local property taxes to one that is more resilient and equitable.
- Prepare for a quick return to the transit expansion our cities will need to maintain competitiveness by ensuring that current planning processes are not paused due to the pandemic. Investments in planning studies and developing business cases now will ensure future service expansion and capital investments are ready to go in the rebuilding stage.
- Make the investments required over the coming decade to support BC Transit and TransLink's ambitious low-carbon fleet plans.

4. A New Fiscal Relationship

COVID-19 has made it abundantly clear that the fiscal framework set up in 1867 – which sees local governments in Canada reliant primarily on property taxes – is wholly inadequate to meet the challenges and opportunities cities are facing in the 21st century. As city leaders, we have been on the front lines responding to COVID-19 without resources to provide the services needed to keep our most vulnerable residents healthy and safe, and at the same time, offer additional supports to the businesses and neighbourhoods most impacted by pandemic-driven challenges.

Respecting Canada's constitutional framework where cities are "creatures of the provinces" doesn't mean we can't innovate within it. We must innovate, or we put at risk the opportunity of creating inclusive, equitable urban economies, good jobs and sustainable communities.

We call on all parties to commit to:

- Convene an implementation committee comprised of local and provincial government officials to revisit and implement relevant recommendations in the Union of B.C. Municipalities report, *Strong Fiscal Futures: A Blueprint for Strengthening BC Local Government's Finance System*.
- Pursue municipal finance reform to provide municipalities with a broader range of sustainable, predictable and reliable funding tools in order to address increasing financial pressures related to a growing asset base, aging infrastructure, climate change, housing challenges and the opioid crisis as per the recommendation from the Select Standing Committee on Finance and Government Services.

About the BC Urban Mayors' Caucus

The BC Urban Mayors' Caucus is an informal, non-partisan group of mayors from urban communities across British Columbia.

We have come together in response to the COVID-19 pandemic and learned that we have shared challenges and opportunities. We will continue to meet as a group to learn from one another to act as a unified voice on critical issues facing our communities as this pandemic evolves and rebuilding takes hold.



Ministry of
Municipal Affairs

Mayor Colin Basran
City of Kelowna
Mayor Malcolm Brodie
City of Richmond
Mayor Ken Christian
City of Kamloops
Mayor Jonathan X. Côté
City of New Westminster
Mayor Lyn Hall
City of Prince George
Mayor Fred Haynes
District of Saanich
Mayor Lisa Helps
City of Victoria
Mayor Mike Hurley
City of Burnaby
Mayor Leonard Krog
City of Nanaimo
Mayor Doug McCallum
City of Surrey
Mayor Henry Braun
City of Abbotsford
Mayor Kennedy Stewart
City of Vancouver
Mayor Richard Stewart
City of Coquitlam

20-



MEETING BRIEFING NOTE

Date: February 23, 2021

Prepared For: Honourable Josie Osborne, Minister of Municipal Affairs, and Honourable George Heyman, Minister of Environment and Climate Change Strategy

Topic: UBCM Special Committee on Climate Action Report Recommendations

Purpose: Meeting to discuss recent Union of BC Municipalities (UBCM) report recommendations, including identifying UBCM's priorities and key interests.

Meeting With: Meeting with: UBCM - Brian Frenkel, President; Gary MacIsaac, Executive Director; Jared Wright, Director of Advocacy & Government Relations, on March 1, 2021

KEY MESSAGES:

- **UBCM and the Province have a longstanding and successful history of collaborating to support local government climate action, including as signatories of the BC Climate Action Charter and through the Green Communities Committee (GCC).**
- **Local governments have been demonstrating leadership in climate action for over a decade and are key partners in achieving emissions reduction goals.**
- **There is alignment between UBCM's report recommendations and Provincial priorities through CleanBC.**
- **The Province has an interest in understanding which key areas and recommendations are a priority for UBCM and its membership.**
- **We look forward to continuing our collaboration with UBCM towards the achievement of shared climate action goals.**

BACKGROUND:

In 2007, the BC Climate Action Charter (Charter) and the resulting joint Provincial-UBCM GCC were established to support local government action focused on greenhouse gas (GHG) emission reductions. Outputs include the Carbon Neutral Framework to support corporate carbon neutrality and the BC Climate Action Toolkit website.

In 2018, CleanBC was released, outlining actions that will put British Columbia at about 75 per cent of the way to reaching government's GHG emission reduction targets by 2030. Government is currently developing an action plan for achieving the remaining 25 per cent of reductions.

CleanBC includes support for local government infrastructure spending under the Investing in Canada Infrastructure Program (ICIP) as the CleanBC for Communities Fund (CCF). Components of CleanBC also include support for household GHG reductions, including EV rebates, energy retrofit grants for homeowners, and the development of an Active Transportation (AT) strategy.

s.13

In August 2019, UBCM's Special Committee on Climate Action (Committee) was struck to generate new ideas, explore opportunities and barriers to local government action, and identify avenues for further partnership work in mitigating, and adapting to, the effects of climate change.

In late 2020, the Committee's report was endorsed by UBCM Executive and publicly released.



The Committee's report makes 25 recommendations in the following areas: Buildings, Transportation, Land Use, Solid Waste, Resilience, Governance, and Social Mobilization. The recommendations highlight a "Signature Initiative" and supporting actions for each area.

DISCUSSION:

Local governments have an important role to play in the achievement of provincial targets given their considerable influence over GHG emissions (45 per cent as estimated by the Federation of Canadian Municipalities) due to their roles in land use, transportation, waste, and energy infrastructure.

Many of the Committee's recommendations are requests to the provincial and federal governments to expand current climate action work. These include funding, investment and resources; guidance on climate action; and changes to policy and legislation. The recommendations are presented in the spirit of collaboration and working in conjunction with senior governments. Successful implementation of the recommendations would require the input and expertise of several provincial ministries, including: Energy, Mines and Low Carbon Innovation, Transportation and Infrastructure, Attorney General (and Housing's Building and Safety Standards Branch), Municipal Affairs, and Environment and Climate Change Strategy (Climate Action Secretariat).

s.13



GBA+ OR DIVERSITY AND INCLUSION IMPLICATIONS:

Consideration may need to be given to the equity implications of the report recommendations. Many programs, from rebates on EVs to home retrofits (including PACE), largely support middle-high income bracket households. Creating more equitable environments through increasing transportation and dwelling options and supporting complete communities through land use decisions can offer an inclusive approach to community emissions reductions.

FINANCIAL IMPLICATIONS:

The Special Committee's Report does not include specific details regarding funding requests or amounts needed for implementation, though UBCM recognizes that a critical success factor will be the availability of significant funding from senior government.

Through CleanBC, the province has already invested approximately \$98M in clean transportation and \$102M in the built environment.

Attachments:

1. s.13

PREPARED BY:

Molly Johnson, Manager
Planning and Land Use Management

APPROVED BY:

Tara Faganello, Assistant Deputy Minister
Local Government Division

Okenge Yuma Morisho, Deputy Minister

DATE APPROVED:

February 21, 2021

February 23, 2021

Page 113 of 122 to/à Page 118 of 122

Withheld pursuant to/removed as

s.13



If the recommended changes are implemented, all public-facing sector materials, including the PAC/DPAC Guidelines, must be published before the application intake period opens on April 1, 2021. The PAC/DPAC Guidelines requires 30 days for formatting by GCPE before public release in March 2021.

DISCUSSION:

The proposed changes to the 2021 PAC/DPAC Guidelines fall into two categories: minor policy changes, and clarification to existing policy.

The Branch proposes a minor policy change to enhance service delivery by PACs and DPACs:

- Allowing BCCPAC membership fees as an eligible use of CGG funding for PACs:** BCCPAC is the overarching non-profit organization that represents parents of K-12 students across the province, providing information, guidance and advocacy on educational matters. Allowing PACs to purchase a BCCPAC membership using CGG funding may provide several indirect benefits to aid parents in enhancing the extracurricular opportunities of K-12 students, especially where extra support and guidance may be required during difficult periods such as COVID-19. Membership is \$75 per PAC group and may contribute to enhanced program delivery and provide value through education and guidance, implementation of standards and best practices, and the ability to allocate resources and advocate on issues pertinent to an organization and its affiliates.

The Branch also identified ways to clarify existing policy and Guidelines language to better assist applicants. Many of these issues were identified through feedback from PACs/DPACs and consultation with Branch staff and the BCCPAC.

Changes that improve the program and provide clarity to applicants:

- Adding language to make clear that CGG funding may not be used for items that are the responsibility of the school or school district.** The intent of the CGG program is to fund extracurricular opportunities that directly benefit enrolled students to improve and expand on their experiences at school. Funding is not intended to cover costs of curriculum-based activities or expenses related to repairing or replacing facilities that the school or school district would ordinarily cover.
- Adding language to outline expectations that extracurricular activities are accessible and inclusive for all students.** Aligned with the program's focus on GBA+, the Guidelines have been updated to include a criterion that PACs/DPACs are expected to provide extracurricular programming that is accessible and inclusive for all students, regardless of sexual orientation, gender identity, and gender expression (LGBTQ2S+); sex; age; ability; race; ethnicity; culture; religion; language; education; income; or, geography.
- Adding examples of eligible and ineligible uses of grant funds.** As schools adjust to COVID-19, requests to CGG staff for advice on spending grant funds have increased. Additional examples for eligible and ineligible funds have been made to alleviate confusion and provide better information.
- Clarifying that funding may be reassigned to PACs in new schools.** In the case of a school closure or substantive downsizing, a PAC may disburse funds to another eligible PAC proportionate to the transfer of students. To better meet the needs of students and communities, this criterion is being amended to allow for funding to be disbursed to the PAC at a new school. The previous school's PAC is encouraged to disburse funds to the newly formed PAC proportionate to the transfer of students.



Ministry of
Municipal Affairs

s.13

APPROVED ^{s.13} / **NOT APPROVED**

Honourable Josie Osborne

February 25, 2021

Date

PREPARED BY:

Jillian Weidner, Policy Analyst
Community Gaming Grants Branch

APPROVED BY:

David Curtis, Assistant Deputy Minister

Okenge Yuma Morisho, Deputy Minister

DATE APPROVED:

February 18, 2021

February 19, 2021