



BRIEFING NOTE FOR INFORMATION

Date: January 31, 2017
Prepared For: Premier Christie Clark
Title: UBCM Executive Meeting
Issue: Meeting with UBCM President Murry Krause and Gary MacIsaac, Executive Director, on February 1, 2017.

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PREPARED BY:

Birgit Schmidt, Director ,
Local Government Operations and Client
Relations
(250) 387-2624

APPROVED BY:

Gary Paget, A/ ADM
Local Government Division

Jacquie Dawes, Deputy Minister

DATE APPROVED:

January 31, 2017



1. HOUSING

Speaking Points:

- Every British Columbian deserves a place to call home. And we're taking action on that by controlling housing costs, increasing access to affordable rental housing and helping families realize their dream of homeownership.
- This year – as part of our five year commitment of \$855 million – we've committed \$575 million to support the construction or renovation of 4,900 units of affordable housing throughout B.C.
- Since 2001, we've invested \$4.9 billion towards affordable housing for low income individuals, seniors and families.
- To help ensure property taxes are affordable for families, we increased the 2017 Homeowners Grant threshold to \$1.6 million.
- We're helping first-time buyers in different ways:
 - With a loan of \$37,500 (or up to 5% of the purchase price) that is interest and payment free for the first five years under the B.C. Home Owner Mortgage and Equity Partnership Program;
 - First-time home buyers can also save up to \$7,500 when purchasing a home (valued up to \$475,000) under the First Time Home Buyers Program; and
 - We'll be helping these buyers save up to \$13,000 in the property transfer tax under the Newly Built Homes Exemption when they're buying a newly constructed or subdivided home (worth up to \$750,000); and
- We've undertaken legislative measures that:
 - Now enables the City of Vancouver to undertake a tax on vacant homes;
 - Established a 15% property transfer tax on residential properties for foreign buyers (excepting those with work permits);
 - Ended self-regulation of the real estate industry and established a standalone Superintendent of Real Estate, increasing oversight and accountability and ensuring public confidence in the industry.

UBCM Special Resolution (Affordable Housing)

- I see Special Resolution SR1 Local Government Development Finance System was introduced by UBCM Executive, endorsed by the Resolutions Committee and passed by the Convention.
- As you know, affordable housing is at the top of Government's agenda. Over the summer you saw a number of Government initiatives to resolve this crisis including the additional Land Transfer Tax on Non-residents, enabling the Vacancy Tax for the City of Vancouver and changes to the regulation of the real estate industry to provide enhanced consumer protection.



- I continue to work with my colleagues in Finance and Housing to address the Government's interest in increasing supply and affordability.
- We recognize the important role that local governments play in providing the policy and regulatory framework for development to take place, providing the critical services integral to the development of housing and having the necessary financial tools to recover its costs.
- We have not had an opportunity to review the details of your proposals to increase the scope of development cost charges. However, the principles you articulate of Transparency, Consistency, Fairness and Certainty are ones which resonate with me and my colleagues.
- We accept the fundamental principle that new development must pay a fair share of the costs of providing service to support that development. However, Housing is a complex issue and requires extensive consultation with other ministries within government (Finance and Housing), the development industry and key local government stakeholders.
- For these reasons I see the long-standing Development Finance Review Committee as a critical forum for discussing and brainstorming the Local Government Development Finance System.

Background:

AFFORDABLE HOUSING INITIATIVES:

AFFORDABLE HOUSING INITIATIVES	INTENDED OUTCOME	DATE	LEAD
In-progress			

s.13,s.17



AFFORDABLE HOUSING INITIATIVES	INTENDED OUTCOME	DATE	LEAD
s.13,s.17			
5 Affordable rental housing supply: Further investment to create over additional units of affordable rental housing. s.13,s.17	Increase affordable rental housing supply across province	Confirmation by mid-January; Budget 2017	OHCS
s.13			
s.13,s.16			
Completed / Under Implementation			
1 Vacancy tax for City of Vancouver: new authority for City of Vancouver to charge a tax on certain vacant units	City of Vancouver's new taxation authority incents increase in market rental units	In force: 2016	CSCD
2 B.C. Home Owner Mortgage and Equity (HOME) Partnership program: down payment assistance to first-time home buyers	Increase home ownership accessibility for new home buyers across province. Expected to benefit 42,000 families over next 3 years.	Launch: Jan. 16, 2017	OHCS
3 Affordable rental housing supply: \$500-million investment to create over 2,900 units of affordable rental housing. That followed investment of \$355 million to create 2,000 new rental units, announced in February 2016, committing a total of \$855 million to 5,000 units of housing.	Increase affordable rental housing supply across province	Project announcements prior to March 31, 2017	OHCS
4 Redevelopment of older strata	Increased ability of older strata	In force:	OHCS



AFFORDABLE HOUSING INITIATIVES	INTENDED OUTCOME	DATE	LEAD
properties: Legislative amendments to Strata Property Act to allow strata corporation members to terminate the corporation by an 80% vote	buildings across the Province to be redeveloped	July 28, 2016	
5 Additional Property Tax on residential property transfers to foreign entities: additional tax is 15% of the fair market value of the foreign entity's proportionate share of a residential property in Metro.	Help make housing more affordable for middle-class families	In force: Aug. 2, 2016	FINANCE
6 Superintendent of real estate: strengthen regulatory framework for real estate professionals by ending self-regulation of real estate profession and establishing Office of Superintendent of Real Estate.	Increased protection for buyers and sellers of real estate.	In force: Fall 2016	FINANCE

UBCM Special Resolution (Affordable Housing)

- The Province has received 114 UBCM resolutions so far for Provincial Government response, with an anticipated Provincial Resolution Response package published spring 2017.
- Special Resolution SR1 Local Government Development Finance System was introduced by UBCM Executive, endorsed by the Resolutions Committee and passed by the Convention.
- This resolution supports earlier resolutions and Policy Papers / Reports on Local Government Development Finance and UBCM's position that the existing system of local government development finance is in need of review and modernization.
- The resolution also reiterates the accepted position that development should pay its way and that the infrastructure costs and demands of new development should not be borne by the taxpayers at large. Additionally, the resolution specifically directs UBCM to advocate against the message that local government fees, charges and other amounts are the drivers of unaffordable housing in large metro areas.
- In particular, the resolution requests, as part of a broader review of development finance, in particular, an expansion of the Development Cost Charge (DCC) tool from the existing five areas of key local government infrastructure in relation to a development (currently, water, sewer, drainage, roads and parkland, with employee housing available in Whistler and daycare facilities in the City of Vancouver).
- The resolution specifically requests consideration of expanding DCC authority beyond existing uses to include things like fire halls, libraries, day care facilities, museums or other capital projects.



- This type of review should be undertaken as part of a broader review of all local government development finance tools, other means of financing by agreement (community amenity contributions), and in consultation with UBCM and the Development Finance Review Committee (DFRC).

• s.13,s.17

2. FEDERAL LONG-TERM INFRASTRUCTURE PLAN (PHASE 2) STATUS UPDATE

Speaking Points:

- **This Government is committed to strengthening the collaborative approach taken with UBCM in the development and implementation of infrastructure programs.**
- **I understand that staff have built and maintain a strong working relationship in the development and implementation of infrastructure programs, and now there is an even stronger bridge at the executive level.**
- **It is important that funding programs administered by our two organizations align to provide local governments with consecutive opportunities to seek funding.**
- **I believe we are working towards similar goals and objectives to help ensure the citizens of this province are provided the necessary services to lead a prosperous and vibrant life – to achieve that end, it is vital that core public infrastructure is developed and sustainably maintained. I recognize that local governments play a critical role in sustainable service delivery.**
- **Staff from multiple Ministries are working with federal colleagues on the new Long Term Infrastructure Plan in an effort to ensure that Provincial goals and objectives are**
- **As you know, in September 2016, the Federal government released their Fall Economic Statement identifying several new programs including:**
 - **Increased allocations to the already established Green, Social and Transit funds increasing the total federal contributions from \$60 billion to \$80.1 billion.**
 - **\$10.1 billion towards trade and strategic investments;**
 - **\$2 billion towards a new Rural and Northern Communities fund; and**
 - **\$35 billion through the new Canada Infrastructure Bank.**
- **We anticipate the Federal Budget to be released late February or early March, which will provide greater detail and direction on the new federal programs.**



- **At that time, we will be reaching out to our Federal colleagues to ensure BCs interests are well served, and at that time we will be in a better position to determine how best to take advantage of the new programs being presented.**

Background:

- September 2016, the Federal Fall Economic statement announced an additional \$81B toward the following programs that was not previously announced in their spring budget (below):
 - Public Transit
 - Green Infrastructure
 - Social Infrastructure
 - Trade and Transportation
 - Rural and Northern Communities
- On March 22, 2016, the federal budget provided preliminary details on the increased infrastructure spending including (\$60 billion more in public transit, social, and green infrastructure over the next 10 years):
 - \$5 billion over three years for investments in water, wastewater and green infrastructure.
 - \$2 billion of the \$5 billion will support the newly announced Clean Water and Wastewater Fund. Approved projects will be eligible for up to 50 per cent federal funding. The Province's share was identified as \$225.07 million.
 - The Federation of Canadian Municipalities will receive \$250 million to administer local government projects through the existing Green Municipal Fund, as well as an asset management focused fund and climate change fund.
 - \$3.4 billion over five years for investments to improve and upgrade public transit. The Province's share was identified as \$490.49 million based on National Public Transit Ridership.
 - \$3.4 billion over five years for investments for social infrastructure, which includes \$168.2 million of the Canada Cultural Spaces Fund (BC eligible for up to \$23.5m) and \$150 million increase to the Canada 150 Community Infrastructure Program (Western provinces allocated a combined \$46m).
 - A \$212 million commitment to upgrade the Metro Vancouver Lions Gate Wastewater Treatment Plant.
- The Ministry of Transportation and Infrastructure (MOTI) is the lead with the federal government on the New Building Canada Fund. MOTI collaborates with the Ministry of Community, Sport and Cultural Development (CSCD) on development of infrastructure programs with community components, such as the Small Communities Fund, that support local government infrastructure.



Provincial Objectives:

- Promote BCs competitive advantage as a leading diversifying economy within Canada.
- Work collaboratively with UBCM to ensure infrastructure funding advances and supports provincial goals and objectives while meeting the needs of local governments.
- Maximize federal funding flowing to BC.

3. PROTECTIVE SERVICES ARBITRATION

Speaking Points:

- **The Ministry is aware of the concerns raised by local governments with respect to the arbitration process for police and firefighters.**
- **At this time, Government has no plans to amend the *Fire and Police Services Collective Bargaining Act*.**
- **Government continues to encourage local governments to consider undertaking a more coordinated effort, perhaps with the involvement or leadership of UBCM, to manage wage settlement trends as I have previously discussed.**
- **Government also encourages coordination among local governments to ensure that settlements in one region or municipality do not set an unreasonable settlement pattern for other regions or municipalities.**
- **In order to modernize their approach to compensation management, LGs should come together as a collective to first share data and concerns.**
- **This work would provide a solid foundation from which LGs could all benefit - as it would generate a baseline to better inform bargaining mandates in the interests of all municipalities, setting the stage for affordable compensation which fairly and consistently compensates employees across the municipal sector.**
- **And it is not just about police and fire – which we get have been a contributor to higher costs. But it is about compensation across the board – excluded and unionized, whether established unilaterally, by agreement, or at arbitration.**
- **The province has experience to share on managing excluded compensation and on establishing bargaining mandates that maintain services and do not outpace indexes such as CPI.**

Background:

- The 2014 Ernst and Young (E&Y) report noted there are some areas in BC where it appears police and fire arbitration is resulting in compensation escalation. The E&Y report recommended the Province conduct a review of current arbitration models.
- s.13
- The purpose of the *Fire and Police Services Collective Bargaining Act* (Act) is to provide access for unions and employers to binding arbitration to resolve a collective bargaining dispute. JTSTL is responsible for the Act.
- JTSTL notes the majority of employers and police/fire fighter unions have reached voluntary settlements without resorting to arbitration under the Act. (Note: Minister Bond has recused herself from matters related to this Act and Minister Coralee Oakes has been appointed as the acting Minister responsible for the Act.)
- Several local governments^{s.13,s.16} have urged the Province to review and/or amend the Act with the aim of ensuring that the collective agreement arbitration that occurs under the Act properly reflects the local economic and financial conditions of the employer.
- Local governments have argued that the existing pattern of arbitrated settlements relies too heavily on achieving wage parity across the province (effectively following a settlement pattern established by the larger cities).
- In B.C., some local sections of the International Association for Fire Fighters are now using the term "B.C. Standard Rate" to describe a settlement of 2.5 per cent wage increase in each year for up to eight years.^{s.13,s.16}
s.13,s.16
- s.13
- There may be opportunities for the Province to collaborate with UBCM and local governments to better understand cost pressures from police and fire settlements, and depending on the evidence, then work together to develop strategies for moderating wage trends.
- Currently the Province's role is limited to ordering arbitration; however, under the Act, Government has the right to specify specific terms of reference for arbitration.^{s.13}
s.13



Provincial Objectives:

- Communicate to UBCM that the Province is not planning to amend the *Fire and Police Service Collective Bargaining Act*.
- Seek partnership with UBCM to reach a shared understanding of fire and police wage trends (voluntary agreements and arbitrations) compared to other collective bargaining outcomes.
- Depending on the results of the wage trend analysis, indicate that future work could identify strategies to moderate police and/or fire wage trends within the existing legislative framework.

4. CLIMATE LEADERSHIP PLAN – CSCD’S ROLE

Speaking Points:

- **We are very supportive of the new Climate Leadership Plan, and the Ministry of Community, Sport and Cultural Development is working with BC local governments through the joint Provincial-UBCM Green Communities Committee and its working groups to refresh actions under the BC Climate Action Charter as committed to in the Plan.**
- **BC local governments are key partners in reducing GHG emissions due to their role in land use, buildings, transportation, infrastructure and services and solid waste management.**
- **The Green Communities Committee’s work with BC local governments to refresh action under the Climate Action Charter will build off local government input received during consultations on the Climate Leadership Plan, and will expand local government progress made to date on reducing emissions.**

Background:

- The Climate Leadership Plan (CLP) commits the Province to working with local governments to refresh actions under the Climate Action Charter (Charter).
- The Charter establishes the Joint Provincial-UBCM Green Communities Committee (GCC) to support local governments in taking climate action. The GCC is a staff level committee of Ministry and UBCM Executive staff.
- Following the Charter framework, the GCC struck three working groups to seek local government input on the following three theme areas which align with the objectives of the CLP:
 - Low Carbon Land Use
 - Green Infrastructure and Services
 - Adaptation
- The purpose of the Working Groups is to provide GCC with advice for practical strategies and actions that local governments can use to achieve low carbon and high resilience communities – and ways to overcome barriers to their implementation.



- s.13
- Once the GCC receives the advice of the Working Groups, the UBCM and the Province will collaboratively review the advice to develop recommendations on how to refresh actions under the Climate Action Charter in alignment with the CLP objectives.

Climate Action Charter

- The Climate Action Charter was established in 2007, and sets out the framework for local–provincial co-operation on climate action.
- The Charter commits local governments to three goals:
 - Being carbon neutral corporate operations
 - Measuring and reporting on community-wide emissions
 - Creating complete, compact energy efficient communities
- Local governments are leaders in climate action in B.C. and were quick to sign on to the Charter in 2007.
- Since 2007, considerable effort has been invested by the Province and through the Joint Provincial-UBCM Green Communities Committee (established under the Charter) to support local governments to take action to reduce both corporate and community-wide GHG emissions.
- Since 2007, local governments have continued to take action and have been working steadily to meet the goals set out in the Charter
- Currently, 98 per cent of local governments (186 of 190) in British Columbia have signed the BC Climate Action Charter, and year after year, local governments continue to take action to reduce both corporate and community-wide emissions.



APPENDIX 1 - UBCM EXECUTIVE MEMBERS 2016-2017

President	Councillor Murry Krause	City of Prince George
First Vice-President	Director Wendy Booth	RD of East Kootenay
Second Vice-President	Councillor Arjun Singh	City of Kamloops
Third Vice-President	Mayor Maja Tait	District of Sooke
Past President	Chair Al Richmond	Cariboo RD
Vancouver Representative	Councillor Kerry Jang	City of Vancouver
Metro Vancouver/ GVRD Representative	Mayor Wayne Baldwin	City of White Rock
Small Community Representative	Mayor Galina Durant	District of Stewart
Electoral Area Representative	Chair Art Kaehn	Fraser-Fort George RD
Vancouver Metro Area Representatives	Councillor Bruce Hayne Councillor Dave Murray	City of Surrey City of Pitt Meadows
AKBLG Representative	Mayor Debra Kozak	City of Nelson
AVICC Representative	Councillor Barbara Price	Town of Comox
LMLGA Representative	Councillor Corisa Bell	City of Maple Ridge
NCLGA Representative	Councillor Laurey-Anne Roodenburg	City of Quesnel
SILGA Representative	Councillor Chad Eliason	City of Salmon Arm
Directors at Large	Director Jim Abram Councillor Phil Briennesse Chair Alison Sayers Councillor Brian Frenkel Mayor Sharon Gaetz	Strathcona RD Town of Smithers Central Coast RD District of Vanderhoof City of Chilliwack

APPENDIX 2 - CANNABIS LEGALIZATION AND REGULATION IN CANADA

Speaking Points:

- **The federal Task Force on Cannabis Legalization and Regulation (Task Force) released its final report in the Fall of 2016. The Task Force report provides over 80 recommendations to the federal government in anticipation of new federal legislation that is proposed to be tabled in Spring 2017.**
- **The Report recommends that the production of cannabis and its derivatives be regulated by the federal government and that wholesale distribution be regulated by the provinces. Retail sales are expected to be regulated at the provincial level in close collaboration with municipalities.**
- **For local governments in British Columbia, the Task Force recommendations on the location of cannabis retail stores and enforcement of the regulatory framework, specifically the oversight and approval of personal cultivation of non-medical cannabis, are of particular relevance.**
- **Until new federal legislation is in force, the laws regarding cannabis will remain the same. Currently, cannabis may only be grown by licensed producers, unlicensed possession of cannabis is illegal, and cannabis dispensaries are not federally authorized businesses.**
- **Under local government legislation municipalities have the authority to regulate in relation to business and they also have authority to control land uses through zoning powers. Some municipalities, including the City of Vancouver, currently appear to be using a combination of business licensing and land use authorities to regulate existing marijuana dispensaries.**

Background:

- **The federal Task Force on Cannabis Legalization and Regulation (Task Force) released its final report "*A Framework for the Legalization and Regulation of Cannabis in Canada*" (Report) in the Fall of 2016.**
- **Task Force Recommendations:** The Report summarizes the results of the Task Force's consultations with various stakeholders across Canada and provides over 80 recommendations to the federal government in anticipation of new federal legislation that is proposed to be tabled in Spring 2017. Although the Report is not binding on the federal government, there is an indication that the federal government finds most of the Task Force recommendations to be favourable.
- **Policy Objectives and Guiding Principles:** The Task Force identified several policy objectives and guiding principles in the Report; chief among them are keeping cannabis out of the hands of children and youth and keeping profits out of the hands of organized crime.
- **Summary of Recommendations:**
 - The Task Force recommendations include restrictions on the advertising of cannabis products, stringent product labelling requirements, extending the current restrictions on public smoking of tobacco products to the smoking of cannabis products and to cannabis



- vaping products, establishing a national minimum age of purchase of 18, and public education and awareness campaigns about the impact of cannabis consumption.
- The Report recommends that the federal government regulates the production of cannabis and its derivatives, including the implementation of a seed-to-sale tracking system, licensing, and import/export. Wholesale distribution should be regulated by the provinces and retail sales should be regulated by the provinces in close collaboration with municipalities.
 - **Potential Impacts on Local Governments in BC:** For local governments in British Columbia, the Task Force recommendations on the location of cannabis retail stores and enforcement of the regulatory framework, specifically the oversight and approval of personal cultivation of non-medical cannabis, are of particular relevance.
 - **Location of Retail Stores:** The Task Force recommends that the wholesale distribution and retail sale of cannabis be regulated by the provinces “in close collaboration with municipalities”. If this approach is adopted it would be up to the provinces to implement a cannabis licensing and retail system. The Report is open to different retail models as long as they achieve the goals of protecting public health and safety, reducing the illicit market and controlling youth access. The Report does not recommend co-location of alcohol or tobacco and cannabis sales, wherever possible.
 - In order to control access and curb overconsumption, there should be limits on the density and location of storefronts (including stores selling cannabis and cannabis paraphernalia), including appropriate distance from schools, community centres, public parks etc. This means that local governments will have to use their land use/zoning authorities to achieve these goals.
 - **Dispensaries:** The Report does not address the issue of already existing, currently illegal dispensaries. Under local government legislation municipalities have the authority to regulate in relation to business and to establish a business licensing/permitting system that best suits local circumstances. They also have authority to control land uses through zoning powers and to prohibit uses of land in different areas of the municipality. Some municipalities, including the City of Vancouver, currently appear to be using a combination of business licensing and land use authorities to regulate marijuana dispensaries.
 - **Personal Cultivation:** The Report recommends enabling local authorities to establish their own oversight and approval frameworks, such as requiring individuals to notify local authorities if they are undertaking personal cultivation. The Report recommends allowing personal cultivation of non-medical cannabis with the following conditions:
 - A limit of four plants per residence
 - Max height limit of 100 cm on the plants
 - Prohibition on dangerous manufacturing processes
 - Reasonable security measures to prevent theft and youth access
 - Oversight and approval by local authorities
 - Currently, the regulatory enforcement of licensed cannabis products falls under the purview of Health Canada.
 - The Report does not outline in any detail what the oversight and approval framework by local governments would entail, or how it should relate to the federal framework.



- The Report does not recommend a funding model to support any increase in local governments' regulatory responsibilities.
- **Current Cannabis Legislation:** Until new federal legislation is passed, the laws with respect to cannabis will remain the same. The federal *Access to Cannabis for Medical Purposes Regulation*, released in August 2016, continues to be the authority for what type of cannabis production and possession is permitted in Canada. Currently, cannabis may only be grown by licensed producers, unlicensed possession of cannabis is illegal, and cannabis dispensaries are not federally authorized businesses.
- **BC Response to Federal Government/Task Force Recommendations:** The Province has not yet provided an official response to the federal government and the Task Force on the Report and the Task Force recommendations as further details of the proposed federal regulatory framework will only be available once federal legislation is tabled in Spring 2017. In addition, no specific details of a provincial regulatory framework have been determined at this time. However, under the lead of the BC Ministry of Public Safety and Solicitor General and the BC Ministry of Health, staff from various ministries across government has been doing some preparatory work on the development of a provincial regulatory framework in anticipation of the federal legislation.

APPENDIX 3 - LEAN WATER AND WASTEWATER FUND UPDATE

Speaking Points:

- **At the close of Convention this year, I was pleased to sign the bilateral agreement for the Clean Water and Wastewater Fund with Minister Stone and federal Minister Sohi. This agreement commits \$148.5 million in provincial funding and \$225.1 million in federal funding, enabling a total of \$450 million to support local government infrastructure throughout the Province of B.C.**
- **Each level of government has stepped up to the plate and contributed to the largest infrastructure funding program in B.C. in the last 15 years. This will make a difference in the lives of people and communities across the province.**
- **For the first time in a federal-provincial program the local governments cost share under this program has been reduced from the traditional 33 per cent to 17 per cent. This represents a significant benefit to local governments as they implement their projects.**
- **The Clean Water and Wastewater Fund is an infrastructure program that will enable critical investments in local government infrastructure to get underway, specifically supporting long-term benefits in the rehabilitation of water, wastewater and storm water systems, and for the planning and design of future facilities and upgrades to existing wastewater systems.**
- **This funding will enable communities to move ahead with important improvements to their water, wastewater and storm water systems, help make sure residents enjoy safe and reliable access to drinking water, improve environmental protection, and assist local governments in their efforts to comply with senior government regulations.**



- **35 projects – from Burns Lake to West Vancouver – were announced at Convention. 85 per cent of the funding is still available and I continue to urge local governments to get their applications in by the November 23rd deadline. With no population restrictions, all local governments throughout the province are eligible to apply for funding.**
- **The time frame for developing this program was extremely compressed and that limits the amount of time that we can optimally engage. With phase 2 federal funding coming, we will look to revisit the UBCM engagement process.**
- **The last few Infrastructure programs with the federal government had full provincial participation with UBCM as an observer on the oversight committee. UBCM and staff provide valuable insight into the programs. UBCM has been invited by the provincial co-chair to participate on the CWWF oversight committee.**
- **The Ministry is working hard to have approvals for the remaining funds in place by March 31, 2017.**

Background:

- A three-year joint Federal-Provincial infrastructure funding program focused on the rehabilitation and renewal of drinking water, wastewater and storm water infrastructure.
- Negotiations with the federal government concluded in September 2016, and the Clean Water and Wastewater Fund (CWWF) bilateral agreement was signed on September 30th, 2017. The CWWF was launched on the day of signing at UBCM convention with Ministers Fassbender and Sohi present.
- Program launched on September 30, 2016 during Minister Fassbender's speech at UBCM convention.
- Federal government providing \$225.1 million in funding. Provincial contribution is \$148.5 million.
- New cost share ratio for the program with the federal government covering 50 per cent of eligible costs, the provincial government contributing 33 per cent. Local governments are required to provide 17 per cent.
- 35 projects were approved on signing of the bilateral agreement for \$60 million in program funding. 85% of the funds remain for allocation.. The 35 projects were moved from the second intake from the NBCF-Small Communities Fund as they met CWWF eligibility criteria. Approval of a list of projects on signing was a federal requirement.
- All 189 local governments in the province are eligible to apply to the program.
- Intake for applications **closed on November 23, 2016**. 227 applications requesting over \$600 million in funding were received. Decision and announcements planned for March 2017.



- The last few Infrastructure programs with the federal government had full provincial participation with UBCM as an observer on the oversight committee. An invitation, by letter in early January 2017, was extended to UBCM to participate in the CWWF oversight committee to fulfil the same role.
- The assessment mechanisms for the CWWF are largely similar to the Small Communities Fund and assess how a project meets the program objectives.
- There is a financial and technical review of each application and the overall list is looked at through the lens of regional distribution similar to the Gas Tax.
- Program decisions for approved projects will be made by March 31st, 2017.

Provincial Objectives:

- Supports the Minister's mandate letter: "Work with the federal government to secure funding for British Columbia available under the Building Canada Communities Fund."
- Aligns with funding priorities identified by British Columbia to the federal government.
- Supports local governments in improving drinking water, wastewater and storm water systems.

APPENDIX 4 - GAS TAX AGREEMENT (GTA)

Speaking Points:

- **The Ministry appreciates the strong partnership that is a part of this program and appreciates UBCM's role as administrator. This program has an impact on every one of the 189 local governments throughout the province.**
- **I was pleased to see that 66 projects received funding in 2016 through the Strategic Priorities Fund. I know too, that numerous other projects have been supported through communities spending their Community Works Fund allocation on infrastructure in their communities.**
- **I understand that UBCM is working on determining the details of the next intake of the GT-Strategic Priorities Fund. I look forward to an update on this process when the time arrives.**

Background:

- CSCD (provincial negotiator) negotiations with partners (UBCM and Canada) on the BC GTA concluded in early 2014. The agreement was signed on May 22, 2014. The Renewed Gas Tax Agreement took effect as of April 1, 2014.
- Local governments continue to receive Gas Tax Community Works Funds.



- The application-based pooled funding program, Strategic Priorities Fund (SPF), was announced on December 10, 2014 and the intake closed April 15, 2014.
- CSCD staff provides technical support to UBCM in the review and assessment of applications, as well as with the development of contracts for complex projects along with assistance with complex scope change requests.
- The GTF Management Committee met January 18, 2016 to discuss project approvals of the Strategic Priorities Fund. Twenty-eight capital and 30 capacity projects were approved for \$75.4 million. Fifty-seven of these approved projects were announced on February 12, 2016.
- The GTF Management Committee met May 6, 2016 to discuss and approve an additional eight capital projects for \$45 million. The approved projects were announced the first week of July 2016 with one project announced at the end of October, 2016.
- In summary, during 2016 the GT-SPF program approved a combined total 66 projects for \$120 million in funding.

Provincial Objective:

- The NBCF, CWWF and GTA align with strategic provincial priorities around:
 - Providing stable long-term, continuous federal infrastructure funding;
 - Providing a mixture of program instruments such as per jurisdiction, per capita and merit based funding; and
 - Including sufficient flexibility to be able to respond to emerging priorities and legislative change.

APPENDIX 5 - LNG – NORTHWEST COMMUNITY READINESS

Speaking Points:

- **The Government of British Columbia cares very much about the success of communities in the Northwest. We recognize the important contributions their citizens make to the provincial economy.**
- **The Northwest Community Readiness initiative has been working to bring additional capacity to a number of local governments in the Northwest – specifically Prince Rupert, Port Edward, Terrace, Kitimat, the Regional District of Kitimat-Stikine and the North Coast Regional District.**
- **This has included over \$1.2 Million in grant funding for various supports to these local governments.**
- **Recent successes such as the Agreement-in-Principle on taxation between the District of Port Edward and Pacific Northwest LNG, demonstrates that focused collaboration will advance final investment decisions to deliver direct benefits to communities.**
- **We continue to support our strong partnership with local governments and communities in the north.**

Background:

- The scope and scale of the workforce and services required by LNG development could challenge communities in the Northwest in providing housing, local infrastructure, public safety, and other community services.
- The communities that are most directly affected by proposed LNG construction and operations are: Kitimat, Prince Rupert and Port Edward, with indirect effects felt in Terrace and areas within the regional districts of Kitimat-Stikine and Skeena-Queen Charlotte.
- In May 2014, the Ministry contributed \$1.2 million to initiatives in northwest B.C. delivered in partnership with the Northern Development Initiative Trust including, Community Land Use Planning Grants (CLUPP), Asset Management Capacity Building (AMCB), planning interns, and industry liaison supports. These resources have been directed toward addressing the impacts that LNG developments have on community water and sewer systems, roads, land development, health, safety, and social systems in the Northwest.
- Through the Northwest Community Readiness project, communities are being assisted to prepare for escalating service demands. Project staff meet regularly with provincial and local service providers in order to confirm community-level priorities.
- CSCD staff have facilitated an agreement between Pacific Northwest LNG and the community of Port Edward to address taxation, infrastructure and service provision during the construction and operations phase of its project. Staff are also facilitating a service agreement between Pacific Northwest LNG and the city of Prince Rupert.

APPENDIX 6 - LG ELECTED OFFICIALS AND COUNCIL/BOARD RELATIONS

Speaking Points:

- **Local governments are autonomous, responsible and accountable. They have a range of tools they may use to help elected officials conduct themselves in a responsible manner and to provide opportunities for the public to be involved in local decision making.**
- **To proactively address elected officials' relations, local governments can develop standards of behavior for elected officials through developing and implementing guidelines such as codes of conduct. Educational programs for newly elected officials can also help to clarify roles and responsibilities.**
- **In more extreme cases of challenged council and board relations, professional consultants can be retained to assist with conflict and crisis mitigation; as well, councils and boards are able to censure individual members.**



- Elected officials who operate outside the ethical standards set in the *Community Charter* or *Local Government Act* may be disqualified from holding office. These rules include restrictions on accepting gifts and conflict of interest.
- In terms of elected/citizen relations, there are a number of tools available for citizens to hold elected officials accountable, including attending open council and board meetings and being directly involved in local government decision-making through elector approval processes such as assent voting (referenda).
- Oversight bodies such as the Office of the Ombudsperson and the Office of the Information and Privacy Commissioner have specific roles in responding to citizen complaints. In more serious cases, the courts have the ultimate authority to adjudicate issues between council/boards and their citizens.
- The Province does not have an intervention role in situations where there is tension between elected officials or between citizens and local governments.
- The Province does provide support to elected officials and the public by providing guidance materials and best practices advice on the legislative framework, including matters such as meeting procedures and elector approval processes. The Province also works in partnership with organizations such as the Union of BC Municipalities, Local Government Management Association and Local Government Leadership Academy to develop information, advice and education for locally elected officials and staff.

Background:

Following the 2014 local government elections, some media attention on tension amongst elected officials and between elected officials and the public has raised questions about standards of behavior for elected officials. Some of the more recent attention has been focused on Nanaimo and McBride.

- Nanaimo: media reports suggest a divisive Nanaimo council, which has included acrimonious debate, name calling, physical altercations, and, lawsuits being filed. The challenges manifested initially with resignations of senior management staff including the Chief Administrative Officer (CAO) in March 2016. Most recently, the City has filed a civil lawsuit against the Mayor, alleging that he leaked confidential information to an employee. Also, a group of residents have filed a separate court petition to have the Mayor removed from office because of alleged conflicts of interest involving non-disclosure of gifts. Tensions remain between the new CAO and the Mayor, as well as between the Mayor and the majority of council members.
- McBride: the Village has experienced several staff and councillor resignations throughout 2015 and 2016 due to conflict, and tension. There have also been a number of concerns expressed by community members about the former and remaining Council members including lack of understanding of council/staff roles and responsibilities, disregard for open meeting rules, breaches of confidentiality and other procedural rules.^{s.13}

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On November 18, 2016, three councillors resigned and the Village has not had quorum since. The Minister issued an Order to allow the remaining two councillors to constitute a quorum until a by-election can be held to fill the vacancies (by-election to be held on March 4, 2017). The Ministry has also appointed a municipal advisor to work with staff and council to



stabilize operations and help support long term confidence in the Village (See Estimates Note: McBride – Loss of Quorum and Other Governance Issues).

The Ministry response to these public issues has included providing information to the public, local elected officials and staff on the range of tools and avenues available on the matter. These include tools for intra-council/board relations such as:

- Council/board develop a code of conduct (or a set of rules for councillors and board members' behavior and conduct).
- Education for newly elected officials that outlines the roles and responsibilities of elected officials.
- Conflict and crisis mitigation with a professional facilitator who develops strategies with council/board.
- Council/board censuring of council or board member who displays unacceptable conduct; censuring involves a public statement of disapproval and may also involve some actions (such as limiting the elected official's role or privileges).
- Council/board application to the B.C. Supreme Court (with agreement from at least two-thirds of council/board) to have the elected official disqualified under section 110 of the Community Charter. For example for:
 - Failing to declare a conflict of interest.
 - Failing to take the required oath.
 - An absence from council meetings for 60 days or missing 4 consecutive council meetings (unless because of illness or injury – or have leave of council).
 - An unauthorized use of money.
 - A disqualification as a result of not meeting qualifications to hold office.

A Responsible Conduct Working Group has been formed with staff from the UBCM, LGMA and the Ministry to undertake research and policy work on approaches to accountable behaviour. As part of this work, the Working Group is developing policy papers on specific topics, preparing a consultation document for LGMA and UBCM members, and will prepare a summary report of research and policy findings and potential next steps (see Estimates Note: Responsible Conduct Working Group).

In addition to the tools available to address issues amongst elected officials, there are also tools for council/board relations with the public. These include:

- Council/board meetings required by statute to be open unless specified matters are under discussion; the public can attend to voice opinions and concerns about council/board policies and decisions.
- Direct public participation in decision making on some matters (e.g., loan authorization bylaws) through the alternative approval process and assent voting.
- Local government oversight bodies such as the Office of the Ombudsperson and the Office of the Information and Privacy Commissioner that deal with public complaints on specific matters; as well, audits by the Auditor General for Local Government may result in recommendations for best practices related to greater transparency and better management of local government operations.



- Application to the B.C. Supreme Court (from 10 or more electors) to have the elected official disqualified under section 110 of the Community Charter.

APPENDIX 7 - RIDE SOURCING

Speaking Points:

- The current legislative and regulatory framework for passenger transportation has been in place for many years and much has changed in that time.
- To help the Government of BC understand the challenges and opportunities of regulating transportation network companies in BC, Minister Fassbender led stakeholder consultations on ride sourcing across the province.
- He did so in collaboration with Minister Stone who also assisted the conversation by clarifying the current regulatory environment.
- Comprehensive consultations with diverse groups of stakeholders took place between the spring and fall 2016.
- The stakeholder consultations with representatives of the taxi and limousine industry, transportation network companies, local governments, business and tourism associations, accessibility groups, and industries that are affected by commercial passenger transportation regulations, such as insurance and consumer protection groups, were very informative.
- Stakeholder feedback has been captured and summarized in a public report which may be found online: <http://www2.gov.bc.ca/assets/gov/sports-recreation-arts-and-culture/ride-sourcing.pdf>
- The Ministers heard that British Columbians want additional choice and convenience and that new transportation network companies such as Uber and Lyft present real opportunities to provide new services for consumers through the use of technology.
- Government encourages innovation and competition in the marketplace.
- However, we need to strike a balance to ensure that any new transportation network services are introduced in a level playing field and that passenger safety is the number one priority.
- We need to also recognize the investments and jobs created by the many people currently providing passenger transportation in the province.
- It is important to balance the interests of all stakeholders, protect passenger safety and address the public's desire for more choice, convenience and competition.
- We look forward to hearing more on this topic through continued stakeholder feedback on the summary report that will help to inform a Made in BC solution.



If asked if the government is drafting legislation to allow Uber/Lyft services:

- The government continues to receive feedback from stakeholders on our document, *Ride Sourcing in BC: Stakeholder Engagement Summary*, which will help to inform possible next steps.
- It is important that we consider the interests of all stakeholders, protect passenger safety, and address the public's desire for more safe choices, convenience and competition.

If asked about timing on a decision:

- We will not put a timeline on this.
- We will do the work that needs to be done to look at a possible Made in BC solution, taking into account the interests of all stakeholders, the need to protect passenger safety, and address the public's desire for more choice, convenience and competition.

If asked whether donations to the Liberal Party from the taxi industry have influenced decision-making/ foot-dragging:

- No.
- The taxi industry has invested significantly over the years, providing jobs and making valuable contributions to the economy.
- The future of taxi companies, of individual drivers and their families must be taken into account in any decisions.
- We need to be respectful of existing industry participants, while offering fair and equal opportunities to any new entrants to these sectors.

If asked about passenger safety:

- The safety of the travelling public has been, and will remain, our number one priority.
- New services and passenger options will not come at the expense of passenger safety.
- The Passenger Transportation Act requires any vehicle operated by the person who charges or collects compensation for transporting passengers to be licensed.
- Other jurisdictions in Canada, North America and around the world are working to provide safe passenger transportation services for the public, within their regulations. We will continue to monitor developments in other jurisdictions.

Background:

Major themes that emerged from the consultations:

- Ensuring passenger and vehicle safety;
- Meeting consumer demand;
- Guaranteeing accessibility;
- Ensuring a balanced and level playing field; and
- Building a streamlined and modernized passenger transportation sector.



APPENDIX 8 - RURAL DEVELOPMENT

(Notes provided by FLNRO)

Background:

The Minister of State for Rural Economic Development (MoS RED)

- On Oct. 21, 2016, MLA Donna Barnett was appointed as Minister of State for Rural Economic Development (MoS RED).
- In order to support MoS RED Barnett in this new role, ADM Dave Peterson will be the primary point of contact for MoS Barnett in FLNRO. Although the full MoS RED mandate is still being confirmed, it is expected that the MoS will provide leadership on the following rural development initiatives:

Rural Dividend (RD) Program

- The RD Program was developed to recognize the contribution rural communities have made to B.C.'s economy, and the unique challenges they face to diversify beyond natural resources. The Program provides a total of \$75 million over three years to projects that assist in reinvigorating communities and navigating changes impacting their economies.
- The Program was developed in close consultation with the Rural Advisory Council.
- The Rural Secretariat administers the RD, including: leading cross-agency review and assessment of program applications (assisted by JTSTL and CSCD), providing support and assistance to potential applicants, administering Grant Agreements, and monitoring applicant reporting on project delivery.
- The program includes a provision for 'special circumstances' funding, to support communities facing a significant economic downturn from the existing or impending loss of a key economic driver. The allowance for special circumstances is decided at the discretion of the Program, and qualifies communities for funding consideration outside the set Program parameters.

Rural Advisory Council (RAC)

- The Province created the RAC to give a strong voice for rural citizens. The RAC ensures that rural British Columbians have regular and meaningful input to government policy decisions on how to best support rural prosperity and thriving rural communities across B.C. The RAC has a mandate to advise the government on how to best support rural prosperity and thriving rural communities across BC.
- The RAC is currently made up of 13 members from rural B.C.; the RAC can include up to 18 members.
- The Rural Secretariat coordinates the RAC, supporting the successful achievement of the Council's mandate, and ensuring effective governance, membership and secretariat.

Rural Economic Development Policy and Projects



- The Rural Secretariat:
 - coordinates cross-agency identification of government policies impacting rural communities, and support policy review to eliminate barriers and unintended impacts on rural communities;
 - leads and facilitates cross-agency coordination and identification of funding, resources and supports for rural communities; and,
 - develops tools and resources to assess the economic status of rural communities, and facilitate government application of a rural lens to policy development and revision.
 - Currently leading the development

APPENDIX 9 - SHORT TERM RENTALS (STRS)/AIR BNB

Speaking Points:

- **Short Term Rentals (STRs) can offer benefits to both homeowners and travelers.**
- **However there may be some unintended consequences.**
- **Owners considering renting out their property through Airbnb or other short-term vacation rental services should make sure they comply with local government and strata bylaws and have appropriate insurance.**
- **If a tenant is operating an STR, they may be in contravention of their tenancy agreement and appropriate insurance.**
- **Local governments have authority for regulating businesses**

If pressed on impact on housing affordability:

- **Our government takes the issue of housing affordability very seriously.**
- **There is a need for rental housing for British Columbia families and workers.**
- **I'm aware that BC communities are exploring ways to use their authorities to balance vacation rentals with an adequate of supply of long term rental housing.**

If asked about the CoV's proposed licensing of short-term rentals:

- **Mayor Gregor Robertson and the City of Vancouver recently announced that they are proposing a new business license that will allow short-term rentals (less than 30 days) in principal residences, whether owned or rented, with the goal of putting over 1,000 units back into Vancouver's rental market.**
- **We look forward to hearing further details about the licensing process.**
- **It's important for Vancouver residents to have a voice on this issue and that's why we support the City of Vancouver's plan for a public consultation process.**



- We have to make sure that people who are in a position to rent and want to find a home can find one. That means increasing the number of rental units that are available, especially in Vancouver.

If asked about UBCM (CSCD-related):

- Local governments have expressed an interest in sharing experiences in regulating STRs. This is something that the Resorts Collaborative might want to take up given the majority of the communities that are concerned are resorts communities.
- The Minister committed to continuing to work on the situation across the province.
- A key issue raised by resorts was the uneven playing field between Airbnb's and conventional hotels and resorts. Specifically, Airbnb's appear to escape Provincial Sales Tax and Municipal and Regional tax levied for tourism marketing activities. The Minister advised that the Minister of Finance would be looking into these aspects.

Finance's KMs re the tax aspect:

- In B.C., anyone who offers or provides taxable accommodation must be registered with the Province and is required to levy, collect and remit the tax payable from his or her customers.
- Typically, online home rental services are not offering or providing accommodation. They are providing a service that connects those offering accommodation with those who are seeking accommodation.
- Accommodation providers who offer to provide fewer than four units are exempt from PST and MRDT.
- Municipalities have the power to set and enforce rules around short-term accommodation. These include setting occupancy limits, requiring business licenses, setting zoning requirements and setting bylaws around noise and nuisances.
- Failure to collect the PST on taxable sales is subject to penalties. Failure to register as required is also subject to a penalty of an additional 25% of the amount required to be remitted.
- The Ministry of Finance has a dedicated investigations unit which conducts investigations into willful non-compliance and fraud against tax revenues and also operates a toll-free TIPS line (1-877-977-0858) where callers anonymously report fraud against tax revenue.

Finance KM's re housing (from UBCM):

- The Province continues to take significant action to help British Columbians access affordable housing, whether through rental or ownership. We are working to address the issue of housing affordability from multiple angles, with an overall focus on increasing housing supply.



- **The B.C. government recently announced a commitment of \$500 million to create 2,900 units of affordable rental housing across the province, building on the commitment of \$355 million to create 2,000 new rental units that was announced in Budget 2016.**

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- **We continue to encourage all levels of government to work together to ensure there is an adequate supply of affordable new construction, including rental accommodation. The Province urges municipal leaders and regional directors, who are responsible for planning, zoning and development regulation, to use the tools at their disposal to support the Province's efforts and further the creation of new housing supply.**
- **It's also important to remember that municipalities have the power to set and enforce rules around short-term accommodation. These include setting occupancy limits, requiring business licences, setting zoning requirements and setting bylaws around noise and nuisances.**

Background:

- Recent media coverage highlights new research on the impact of Airbnb on long term rental housing stock in various cities in North America including: Vancouver, Victoria, San Francisco, New York and Los Angeles.
- Many Airbnb hosts supplement household income by renting rooms or secondary suites. This income often helps with housing costs; however, research indicates a substantive number of Airbnb hosts are "commercial" hosts with multiple properties and listings. The research claims the commercial hosts are affecting the availability of long-term rental housing stock.
- On Monday, January 9th, City of Richmond councillors voted unanimously to prohibit short-term rentals such as Airbnb, despite approving a plan less than a week earlier that would have regulated and legalized such services. This means online booking websites such as airbnb or vrbo will only be permitted to list locations with existing bed and breakfast licenses from the city. Otherwise, the city can enforce its existing zoning and business bylaws to target short term rentals.
- At Richmond City Council public meetings on Airbnb, many of the complaints were about people coming and going at all hours, parking problems, noise, owners renting out multiple properties that are not their primary residence, and less around vacancy rates.

Municipal Authorities in Relation to Short Term Vacation Rentals (STVR)

- Under the *Community Charter*, municipalities may establish a licensing system in relation to any type of business. This business licensing authority allows municipalities to regulate short term vacation rental (STVR) businesses. Some local governments – such as Whistler,



Sechelt and Penticton – have recently taken steps to license STVRs. However, STVR licensing schemes have only begun to be implemented, and the workability of such schemes is yet to be determined.

- In addition to the business licencing authority in the *Community Charter*, municipalities may use the *Local Government Act's* (LGA) zoning and land use authorities to regulate in relation to STVRs. Application of the LGA zoning provisions allow for regulation of the use of land, building and other structures. While municipalities have authority to regulate STVR's using the LGA's land use provisions, that approach is largely untested at this time. Local governments are advised seek legal advice when developing schemes to regulate STVR under the LGA's land use authorities.

City of Vancouver's proposed licensing of short-term rentals

- To contribute to the amount of affordable rental housing available in the city and to expand affordable housing choices, the City of Vancouver permits secondary suites in every detached single-family home within the RS, RM, and RT zones and laneway housing on any lot 32 feet or wider in any RS single-family zone.
 - Many single family residential households in Vancouver are supplementing household income by renting out their secondary units such as basement suites and laneway houses long-term.
 - With the creation of short-term rental internet platforms such as Airbnb, those secondary units are increasingly being transformed into short-term rental businesses as it typically provides a higher income and more flexibility to the homeowner than long-term rentals. Under the proposed rules for short-term rentals announced by Mayor Robertson on September 28, 2016, homeowners in the City of Vancouver would be able to get a licence for their principal dwelling, however would not be able to get a business licence for secondary units and laneway houses with the goal to make these units available for long-term rental.
 - In a report coming to Council on October 4 that builds on a motion presented by Councillor Geoff Meggs in March, staff will outline the proposed framework and next steps to regulate short-term rentals, including a licensing approach and enforcement.
- **Proposed framework**
 - Under the proposed framework, principal resident owners and renters who wish to list part or all of their home on a short-term rental site will:
 - **Require a business licence**
 - Have to post their license number in any advertisement for rental
 - To obtain a short-term rental business licence, principal residents would need to prove: Control of the home they propose for short-term rental, through a copy of title or tax assessment (owners), or signed tenancy agreement (renters) that permits short-term sublets.



- The property's strata by-laws must not prohibit short-term rentals.
 - Regular personal business at this address, through a valid government ID with photo and address and a utility bill or piece of government correspondence dated within the last three months.
 - Short-term rentals would remain illegal in homes that are not principal residences (e.g. empty and investment properties) or structures such as boats or trailers that are not considered dwellings.
 - Short-term rental licensees may be subject to a hotel or other tax that will be re-invested to fund affordable housing initiatives in the city.
 - Staff are seeking Council's approval in principle of the proposed regulatory framework and, once approved, will continue to consult with stakeholders (including Airbnb, other listing sites, and the hotel and tourism industry) on implementation and enforcement of the new regulations, including finalizing the type of tax licensees will be subject to and its rate. Staff will report back to Council in Q1 2017 with final recommendations.

APPENDIX 10 - SMALL COMMUNITIES FUND UPDATE

Speaking Points:

- **This Ministry, and the Government as a whole, is committed to strengthening the collaborative approach taken with UBCM in the development and implementation of infrastructure programs.**
- **I understand that staff have developed and maintain a strong working relationship in the development and implementation of infrastructure programs, and now there is an even stronger bridge at the executive level.**
- **It is important that funding programs administered by our two organizations align to provide local governments with the consecutive opportunities to seek funding.**
- **I believe we are working towards similar goals and objectives to help ensure the citizens of this Province are provided the necessary services to lead a prosperous and vibrant life – to achieve that end, it is vital that core public infrastructure is developed and sustainably maintained and I recognize that local governments play a critical role in that service delivery**
- **The remaining program approvals for the second intake will be completed by March 31, 2017.**

Background:

- The NBCF supports investments in a wide range of infrastructure projects of national, regional and local significance.



- The Provincial Territorial Infrastructure Component (PTIC) funding is allocated across P/Ts with each receiving a \$250 million base amount plus a per capita allocation. BC's allocation is approximately \$1.09 billion over 10 years. Ten per cent of this is reserved for the Small Communities Fund (\$109 million). This is less than previous BCF allocations as it is spread over ten years instead of seven years.
- Negotiations with the federal government concluded in January 2015, and the New Building Canada-Small Communities Fund (SCF) agreement was signed on March 12, 2015. The SCF was launched on October 16, 2014.
- UBCM accepted the invitation to participate on the SCF Oversight Committee, as they have in the past.
- The first intake for applications was October 22, 2014 to February 18, 2015. The Oversight Committee recommended 55 projects for approval in May and June 2015, committing \$128 million in combined federal/provincial funding to local government projects.
- At the 2015 UBCM Convention, Premier Christy Clark announced the second intake to allocate \$90 million of combined funding. The intake closed April 28, 2016 with over 100 applications received. Application reviews are complete. Oversight Committee funding recommendations are to be made early 2017 with approvals by March 31st 2017.

Provincial Objectives:

- Supports the Minister's mandate letter: "Work with the federal government to secure funding for British Columbia available under the Building Canada Communities Fund."
- Aligns with funding priorities identified by British Columbia to the federal government.
- Supports local governments in implementing strategic core infrastructure projects in their communities.



Ministry of
Community, Sport and
Cultural Development

Lennox, Brenda PREM:EX

From: Lennox, Brenda PREM:EX
Sent: Thursday, June 15, 2017 10:28 AM
To: Massy, Michelle E PREM:EX
Cc: Colins, Tracey L PREM:EX
Subject: Summary of Changes to the TRAN Issue Notes

Hi Michelle

As discussed, please find below a summary of the changes to the TRAN issue notes.

s.13

Modernizing Passenger Transportation (Revised)

s.13

Originally there were 16 notes and now there are 13.

Thanks
Brenda

Brenda Lennox | Director
Cabinet Operations | Work (250) 952-9179 | Cell (250)882-5356 | Brenda.Lennox@gov.bc.ca
617 Government Street | Victoria BC | CANADA

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Lennox, Brenda PREM:EX

From: Collins, Tracey L PREM:EX
Sent: Monday, June 12, 2017 9:30 AM
To: Lennox, Brenda PREM:EX
Subject: approved TRAN notes
Attachments: s.13
Transportation FINAL; s.13
s.13

Fwd: Appendix C - Modernizing Passenger

Approved notes

ISSUE NOTE

Issue:

- Modernizing Passenger Transportation in British Columbia

Background:

- In September 2016, the Province publicly released a report entitled Ride Sourcing in BC which summarized the views and opinions of passenger transportation stakeholders under five themes:
 1. Ensuring Passenger Safety and Vehicle Safety
 2. Meeting Consumer Demand
 3. Guaranteeing Accessibility
 4. Ensuring a Fair and Level Playing Field
 5. Building a Streamlined and Modernized Passenger Transportation Sector
- On March 7, 2017, the Province announced a series of proposed actions to enable ridesharing by the end of this year.
- The announcement included up to \$1 million towards the development of new technology for the taxi industry, up to \$3.5 million crash avoidance technology to improve passenger safety and reduce costs associated with collisions, new passenger transportation insurance options, streamlining the regulatory and supply framework between local and provincial governments and further consultation through the summer and fall.

Decisions required:

- Direction required to determine the approach to enable ridesharing.

ISSUE NOTE

Issue: Modernizing Passenger Transportation in British Columbia

Background:

The Minister of Transportation and Infrastructure and the Minister of Community, Sport and Cultural Development and Minister Responsible for TransLink led initial consultations with a diverse group of stakeholders from across the province resulting in a public report, *Ride Sourcing in BC*, which was publicly released September 2016. The report was created to inform government on what steps would be required to modernize the passenger transportation sector and enable the arrival of commercial ride-sharing services and transportation network services in British Columbia.

On March 7, 2017, the Province announced its intention to introduce a series of actions to help the taxi industry modernize and remain competitive in anticipation of ride-sharing services being introduced in British Columbia for the 2017 holiday season. Government also pledged to seek additional input from the ride-sharing and taxi industries, tourism, police, airports, local governments, ICBC and RoadSafetyBC.

The March 7, 2017 announcement included:

- **New app-based technology:** The Province would invest up to \$1 million to help the taxi industry develop an app to allow the taxi sector to allow the public to hail and pay for a taxi.
- **Crash prevention technology:** ICBC would invest up to \$3.5 million to install crash avoidance technology in all B.C. taxis to improve passenger safety and reduce costs associated with collisions.
- **Insurance products:** ICBC to improve taxi insurance to make it more flexible and cost effective, which could save taxi drivers up to 25% depending on the number of kilometres they drive.
- **Reduced red tape:** The Province would work with municipal governments and the taxi industry to remove red tape and overlap within the system, which will save drivers time and money.
- **Exclusive rights to street hailing for taxis:** Taxis would retain exclusive rights to be hired by phone, at a taxi stand or flagged down at the curb.
- **Pick-up/drop-off anytime, anywhere:** The Province would work with municipalities and other stakeholders to allow all drivers, including taxis, to provide services wherever and whenever.
- **Open up taxi supply:** The Province and municipalities would address the shortage of taxis and vehicles for hire to provide more choice, accessibility and opportunity for consumers and drivers.

Decisions required:

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Colins, Tracey L PREM:EX

From: Colins, Tracey L PREM:EX
Sent: Friday, June 9, 2017 1:06 PM
To: Finkel, Paul PREM:EX; Massy, Michelle E PREM:EX
Subject: Fwd: Appendix C - Modernizing Passenger Transportation FINAL
Attachments: Appendix C - Modernizing Passenger Transportation FINAL.docx; ATT00001.htm

Tracey Colins
Executive Director, Cabinet Operations
Office of the Premier
Tracey.Colins@gov.bc.ca
(w): [250-387-0782](tel:250-387-0782)
(c): [250-507-2284](tel:250-507-2284)

Begin forwarded message:

From: "Plecas, Bobbi PREM:EX" <Bobbi.Plecas@gov.bc.ca>
Date: June 9, 2017 at 1:04:57 PM PDT
To: "Colins, Tracey L PREM:EX" <Tracey.Colins@gov.bc.ca>
Cc: "MacMillan, Elizabeth PREM:EX" <Elizabeth.MacMillan@gov.bc.ca>
Subject: Appendix C - Modernizing Passenger Transportation FINAL