

REVISED AGENDA

PLANNING, TRANSPORTATION AND ECONOMIC DEVELOPMENT ADVISORY COMMITTEE

Saanich Municipal Hall, Committee Room No. 1
Tuesday, February 12, 2019 from 5:30 p.m.

**DUE TO THE PUBLIC HEARING SCHEDULED FOR 7:00 P.M. IN COUNCIL CHAMBERS
THE MEETING WILL BE HELD FROM 5:30 – 7:00 P.M.**

1. **ADOPTION OF MINUTES** (attachment)
 - January 10, 2019
2. **CHAIR'S COMMENTS**
3. **LIVABLE ROADS FOR RURAL SAANICH** (attachment)
 - Presentation - Action Needed on Rural Traffic Concerns
4. **HOME ENERGY RETROFIT MUNICIPAL FINANCING PILOT** (attachment)
 - Report from the Manager of Sustainability
 - Presentation by the Sr. Sustainability Planner
5. **UBCM – UPDATE ON COMMITTEE RELATED ROAD SAFETY INITIATIVES** (attachment)
 - Memo from the Committee Clerk

* Adjournment *

* * Next Meeting: February 14, 2019 * *

Please email jeff.keays@saanich.ca or call at 250-475-1775 ext. 3430 if you are not able to attend.

**GO GREEN! MEMBERS ARE ENCOURAGED TO
BRING THEIR OWN MUG TO THE MEETING**

MINUTES
PLANNING, TRANSPORTATION AND ECONOMIC DEVELOPMENT ADVISORY COMMITTEE
Held at Saanich Municipal Hall, Committee Room No. 2
January 10, 2019 at 5:30 p.m.

Present: Councillor Zac DeVries (Chair), Sophia Baker-French, Lois-Leah Goodwin, Robin Kelly, Travis Lee, Peter Rantucci and Richard Michaels

Staff: Jeff Keays, Committee Clerk

Regrets: Allan Cahoon

Guests: None

MINUTES

MOVED by L. Goodwin and Seconded by S. Baker-French: "That the Minutes of the Planning, Transportation and Economic Development Advisory Committee meetings held July 12, 2018 and July 27, 2018, be adopted as circulated."

CARRIED

CHAIR'S REMARKS

After a roundtable of introductions, the Chair provided the committee with his opening remarks regarding the upcoming term. The following highlights are noted:

- Excited to be Chairing the PTED committee
- Looking to his Council colleagues to do things differently.
- The supply of affordable housing, improved transportation and Economic Development initiatives are key for Saanich moving forward.
- Time to forge our own identity and no longer be viewed as simply a bedroom community.
- Opportunities exist throughout the District, i.e. A Business Improvement Area for the Shelbourne Valley.
- Pre-zoning parcels of land can help to assist with concerns related to housing.

Committee discussion ensued, the following highlights are noted:

- District is in a good position to develop sustainable strategies for both housing and Ec. Dev.
- Growth strategies should be identified in a manner that ensures people can "grab onto them"
- Significant differences between Saanich and Victoria with regard to density and land-use.
- Current Local Area Plan updates should include policy provisions for Ec. Dev. and affordable housing
- Council adopted the committee's recommendation and referred the Economic Development Report to the Strategic Plan process as background information.
- The report was a summation of the committee's conversations on the topic to date.
- The District could investigate changes to the tax-ratios (commercial and residential)

- as a catalyst for economic development and affordable housing.
- Diversity Saanich's tax-base is important to long-term sustainability.

The Clerk advised the Chair that their presentation on the Review of Terms of Reference and Committee Procedures could be deferred until after the Staff update on Electric Vehicle Infrastructure.

ELECTRIC VEHICLE INFRASTRUCTURE REQUIREMENTS FOR NEW DEVELOPMENT - PROGRESS UPDATE ELECTRIC VEHICLE CHARGING STATION

The Senior Sustainability Planner provided the committee with an overview of the Electric Vehicle Charging Strategy. The following highlights are noted:

- Council adopted the September 21, 2017 Motion from PTED at their January 8, 2018 meeting.
- In 2017 Council adopted new long-term targets for renewable energy (100% by 2050) and GHG emissions (80% reduction by 2050 over 2007 totals).
- Personal transportation accounts for 58% of Saanich's GHG emissions.
- EVs can help achieve an 18% decrease in GHGs.
- Zero Emissions Vehicle (ZEV) Mandate
 - Supply side policy.
 - ZEV mandate bans sale of new internal combustion engines by 2040 (for passenger vehicles and light duty trucks)
- Local governments have an important role in facilitating access to charging (home and on the go)
- 2018 Q3 EV sales are up 151% in BC from Q3 2017.
- EV sales accounted for 15% of all passenger car sales (BC) in 2018.
- Benefits of Electric Vehicles
 - Five times more efficient
 - Lower fuels costs
 - Decreasing battery costs
 - Less maintenance
- Latent demand for EVs (as portion of market share) is primarily constrained by home charging access.
- Good policies can increase EV market share.
- There are currently three types of charging infrastructure
 - L1 – 120 V (8-12 hrs. full charge) = \$500 retrofit cost
 - L2 – 240 V (4-6 hrs. full charge) = \$2,500 - \$15,000
 - DCFC – Variable DC Voltage (30 mins for 80% charge) = \$75,000+
- EV owners charge their vehicles at home 80-90% of the time
- With batteries and range increasing, L2 is preferred for performance and consumer expectation.
- Findings of the Capital Region EV and E-Bike Infrastructure Planning Project -- Public Survey
 - 27% of people living in multi-family residences said access to a charging station was their largest barrier to market entry.
 - 92% felt that it was important for local governments to ensure new construction future proofed to allow for future EV charging equipment.
- Findings of the Capital Region EV and E-Bike Infrastructure Planning Project -- Development Industry Survey
 - 79% had installed a charging station and 63% had a development "EV ready" (conduit or wiring for one or more stalls)
 - 68% supported or strongly supported local governments in the CRD requiring

- new development to EV ready
- Climate Plan Engagement – Public Survey
 - EV adoption is one of the top three climate action priorities (41% of respondents)
- Since 2017, 7 local governments have adopted L2 infrastructure requirements for 100% of stalls in new residential developments.
- There was a shift away from partial installation (e.g. 20% of stalls) for a variety of reasons
- The City of Richmond (with funding support from BC Hydro) produced a guide for local governments, developers and Stratas
- The City of Richmond also developed a costing study of the installation and operating costs of different charging requirements for various building archetypes.
- Proposed Approach:

Single-Family, Duplex and Town House Developments	Multi-Family Development	Commercial and Institutional Development (TBC with additional analysis)
1 on-site parking space per unit to be energized (L2), excluding secondary and garden suites.	All off-street residential parking spaces in multi-fam. dwellings to be energized (L2), excluding visitor parking.	10% of parking spaces to be energized I2 EVSE up to a maximum of 12 stalls. Applies to Devs. With 10+ off-street spaces

- Next Steps:
 - Establish performance standards
 - Host Engagement with the Urban Development Institute (UDI)
 - Seek input from key stakeholders e.g. Vancouver Island Strata Owners Association, Drive Electric Victoria etc.
 - Summarize Phase 2 engagement results and amend proposed approach as required.
 - Final recommendation to Committees and Council.

Committee discussion followed the presentation. The following comments are noted:

- How will future EV retrofit projects be managed/implemented?
- The Strategy is only one element of a much broader, multi-faceted approach.
- A reduction in the ratio of required parking spaces (e.g. to 1:1) for new developments would make “future proofing” the stalls more affordable for the development industry.
- There is a 3:1 ratio (dollars spent vs. tax dollars raised) of transportation spending.
- The rise of the shared economy will result in diversity and availability over time i.e. BC Hydro will not remain the sole seller of electricity.
- GHG reductions are measured by the tail pipe emissions only.
- The advent of Compressed Natural Gas (CNG) as an alternative transportation fuel headed off further Hydrogen Vehicle Development.
- The “Hydrogen highway” from Vancouver to Whistler was shelved in 2011.

REVIEW OF TERMS OF REFERENCE, COMMITTEE PROCEDURES & DATES

The Clerk provided the committee members with an overview of the terms of reference, procedures and proposed meeting dates. Copies of all relevant policies, and procedures were circulated on-table to all committee members. A summary of the topics presented includes:

- Guiding Legislation and Policies

- Role and Mandate of PTED
- Expectations and Responsibilities of Committee Members
- Code of Conduct – Respectful Workplace
- Personal Safety of committee members
- Access and Privacy at the District of Saanich

NEW BUSINESS

The committee discussed items that they would like to see appear on the upcoming agenda. The following items were highlighted:

- Status of the Uptown Douglas Corridor Plan
- Update on UBCM items pertaining to the Motor Vehicle Act
- Brainstorming Session

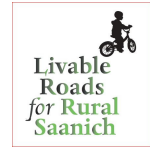
The Clerk will work with the Chair and Staff Liaisons to incorporate these items into an upcoming agenda.

Councillor de Vries, Chair

I hereby certify these Minutes are accurate.

Committee Secretary

Livable Roads for Rural Saanich Feb. 5, 2019 Background to PTED



Dear PTED Committee members:

Livable Roads for Rural Saanich (LRRS) looks forward to presenting before you on February 12th 2019. We include here some background information in order to make our time on that date most effective.

Livable Roads for Rural Saanich is an advocacy group for five rural roads in Saanich. We formed in January of 2017 as a result of long-standing resident concern about the traffic on Prospect Lake Road (PLR), Sparton and Goward Roads, plus more recent representation and input from residents on southern Old West Saanich (OWS) and southern Oldfield within Saanich. Map on page 3.

We have a working group of ten, and a growing List Serve of approximately 115.

These five roads are within the Prospect Lake District. We liaise with but are independent from the Prospect Lake District Community Association.

Our mandate has always been to work with Saanich to improve safety and livability on these five roads.

The problem in brief: Residents and vulnerable users, both resident and visitor, can no longer reliably use these roads in comfort and safety. Driver behaviors also endanger other drivers. Traffic is dominating rural neighbourhoods.

Below we outline the many steps we have taken over the last two years. However, we have made little progress; our problems have not been recognized. Yet we know that the problems have not diminished.

We look forward to meeting with you in order to find a way forward to achieve our goals.

Since December of 2016 we have:

- familiarized ourselves with over a decade of work by PLR residents and the Community Association prior to the formation of LRRS
- held two well attended and recorded public meetings
- formed a task group representing residents on five roads
- maintained a monthly bulletin to our List Serve of over 115 people, as well as to the PLDCA newsletter
- started a facebook page



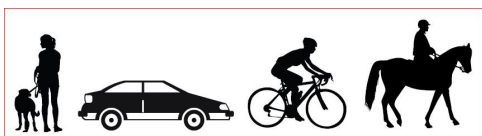
- collected and reported credible, well organized data on speeds, local vs non local usage, truck use, drive time analysis, pavement widths, plus anecdotal accounts
- spoken with all Councillors during 2017, some more than once
- presented at a Saanich Open Forum
- presented as a Delegation to Saanich
- had a succession of meetings with Saanich Engineering through Troy McKay and including Police, culminating in our issues going to the ATC for a second time
- provided design expertise for the Welcome to Rural Saanich signage pilot program
- received publicity for these signs in Saanich News
- achieved truck route signage in Central Saanich
- became stakeholders in the Keating Business District report; presented a detailed response to that report, copied to all relevant members in Saanich
- became stakeholders in Saanich's Active Transportation Plan development; sent a detailed response to Dave Williams
- reached out to, or responded to many other individuals or advocacy groups concerned about similar traffic issues both inside and outside Saanich (FARN, Hector Conway Loop, Prospect Lake Road at Munn, Emily Carr, Granville/Hudson, Highlands, Central Saanich, Oldfield within Central Saanich, North Saanich)
- (We have resisted taking on these issues in a broader way, as we feel our strength is in remaining credible and reasonable. We therefore seek only to speak for the five roads on which we have active representation.)
- met with all aspirant councilors prior to the election, and followed up with at least one after the election.
- initiated an incident reporting form at our facebook page
- prepared a post election strategy for continuing towards our goals

Countless hours have been spent in both formal and informal data collection, meetings of the task group, with residents, with Staff and councilors and with other groups, writing documents that reflect consensus, learning how Saanich municipal governance works, and trying to find answers to many questions. Our goal is always to be reasonable, accurate and credible. We are working to support positions already taken in Saanich's own documents (RS 2007 LAP, the Active Transportation Plan and Vision Zero).

Our greatest frustration has been the lack of acknowledgement of our traffic problems.

Sincerely

Livable Roads for Rural Saanich.







The Corporation of the District of Saanich

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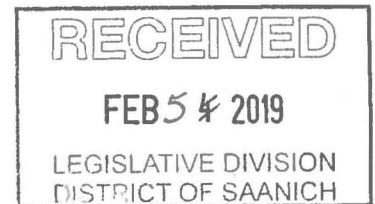
Memo

To: Planning, Transportation and Economic Development Advisory Committee;
Environment and Natural Areas Advisory Committee

From: Ting Pan, Manager of Sustainability

Date: February 5, 2019

Subject: Home Energy Retrofit Municipal Financing Pilot
File: 2560-40 • 100% Renewable Energy



PURPOSE

The purpose of this memo is to:

1. Provide background information on considerations for a municipal retrofit financing program, including the use of Local Area Services; and
2. Outline an option to move forward with a pilot program for consideration at a Council strategic planning session.

BACKGROUND

Background and Rationale

On October 2, 2017, Council gave direction for staff to update Saanich's Climate Action Plan, and endorsed the following community-wide targets:

- To become a 100% Renewable Energy Community by 2050; and
- To achieve an 80% reduction in community greenhouse gas (GHG) emissions by 2050 (below 2007 levels)

In Saanich, energy use from buildings accounts for a third of the community's GHG inventory. Moreover, it is estimated that there are approximately 4,600 oil heated homes, with heating oil representing a disproportionately high 22% of our building emissions, and over 6% of our total community emissions.

With the majority of today's building stock likely to be in existence in 2050, facilitating energy retrofits and low-carbon fuel switching within existing buildings is a critical pathway for achieving the vision of a 100% Renewable Saanich.

Retrofit programs currently and historically offered by the Province and utilities have been based on a rebate model, wherein homeowners undertake a home energy retrofit and are later reimbursed for a portion of the expense. While Saanich has enjoyed a relatively high uptake on these programs, the model prohibits participation from many households; according to the 2016 census, over 6,000 owner-households (18%) are spending 30% or more of their income on shelter costs, leaving little financial leeway to invest in the capital costs of home energy retrofits.

A financing program in Saanich would enable homeowners to invest in more costly energy upgrades without the burden of high capital costs, and repay the District through energy cost savings over time.

A pilot program concept has been developed that would:

- Finance the replacement of oil heating systems with air source heat pumps;
- Offer zero interest financing up to \$12,000 to be repaid over 10 years;
- Prioritize lower-income households that may otherwise be unable to participate in rebate programs due to the large upfront capital cost; and
- Streamline the contractor selection and financing processes to help homeowners overcome administrative and time barriers.

By offering zero interest financing and focusing on oil tank replacements in the pilot phase, energy cost savings would cover the annual repayments with no net increase to daily living expenses. Through municipal financing, the debt can run with the property as opposed to the individual, and is recouped annually with a parcel tax levy on the property tax notice. As a result, homeowners benefit from a healthier, more comfortable home with lower energy bills, while overcoming barriers around short-term home ownership and affordability.

While financing is available in the marketplace, a municipal financing product has the potential to address key barriers and market gaps that are currently limiting the uptake of energy retrofits. Specifically, it enables:

1. Access to more competitive interest rates than available on the market;
2. Fewer eligibility criteria and potential for participation by lower-income homeowners that may not qualify for traditional loans;
3. An application that can be streamlined within the program process;
4. The debt to remain with the property if the home is sold; and
5. An opportunity to align and support municipal targets through program criteria, such as lowering GHG emissions and improving affordability.

Municipal Financing Precedents

Municipal financing has been tested in a number of communities including Nelson, Halifax and Toronto in order to reduce the cost barrier of home energy upgrades. There are two types of financing models: “on-bill financing” and “property-assessed financing” (also referred to as Local Area Service financing, Local Improvement Charges (LIC), or Property Assessed Clean Energy (PACE) financing).

On-bill financing is facilitated through an energy utility, and has been successful through municipal utilities in Nelson and Penticton. Because Saanich does not own its own energy utility, on-bill financing is not advised.

Property-assessed financing allows property owners to borrow funds for energy efficiency upgrades and have the debt run with the property. Municipalities use a Local Area Service

Charge to establish the service (the energy efficiency financing), and funds are repaid with property taxes over a set term (e.g. 10 years). This tool was first tested in Canada by Toronto and Halifax, following legislative amendments by their respective Provincial governments to specifically enable and streamline property-assessed financing. Since then, a number of smaller municipalities in Nova Scotia and Ontario are now offering similar programs.

- **Halifax Solar City Program, Halifax Regional Municipality, 2013 – present:** Halifax was the first city in Canada to apply Local Improvement Charges to energy retrofit projects on private property. The Halifax Solar City pilot was focused on a single retrofit, providing a turnkey project for residents interested in installing solar hot water systems. During the two-year pilot, 10 year financing was provided by the City at a 3.5% fixed interest rate and had 388 participants. A one-time administration fee of \$920 was also charged.

In 2015, the program was extended for an additional three years with a target of reaching 450 more homes. Modifications to the program added solar photovoltaic (PV) and solar hot air as eligible installations, and changed the financing model such that the administration costs were covered by a higher 4.75% interest rate. The second round of the program has seen 155 participants and \$3.2M financed. The streamlined and accessible program design make it easy for homeowners to participate, and is attributed to the unprecedented uptake in the pilot phase.

- **Home Energy Loan Program (HELP), City of Toronto, 2014 – present:** HELP uses the Local Area Service function enabled under Ontario legislation to provide homeowners with low interest loans for home energy retrofits. The program launched as a three-year pilot in 2014 with \$2.1 million in funding committed, and in 2017 was evaluated and extended. A drawback of Ontario's legislation is that a bylaw must still be created for each property, whereas in Halifax a single bylaw is created for the program, under which any property may participate under an agreement.

A wide suite of upgrades is eligible for the HELP program, including high efficiency HVAC systems and water heaters, window and door replacements, air sealing, insulation, heat recovery systems, toilet replacements, and alternative energy installations such as solar and geothermal. Maximum funding available is 10% of the property's assessed value, up to \$75,000, and interest rates vary from 2% - 3.5% depending on the term of the loan. The pilot phase received 485 applications and had 125 participants; a program requirement for mortgage lender approval has limited the ability of many homeowners to participate.

BC Context and Pathway for the Use of a Local Area Service

Municipalities in B.C. have repeatedly called on the Province to support the use of Local Area Services through enabling legislation that would create a clear pathway for their application in the context of energy upgrades on private property. Notably, endorsed UBCM resolutions were passed in 2014, 2016 and most recently in 2018; however, responses from the Province to date have indicated they do not intend to explore an amendment, citing that the original intent of Local Area Services was to finance improvements on public rather than private property, and raising concerns about capacity for local governments to take on such a program.

Although the Province has not endorsed the use of Local Area Services for this purpose, staff maintain there is a defensible pathway forward under current legislation. The Community Charter, S.210 indicates that a Local Area Service is a "municipal service that is to be paid for in whole or in part by a local service tax"; and services may be provided "that the council considers

provide particular benefit to part of the municipality”. While physical, municipally-owned infrastructure has been the traditional application of Local Area Service Charges, the combination of significant GHG reductions (originally compelled through the Province's Local Government [Green Communities] Statutes Amendment Act in 2008) and reduced risk of oil spills translates into a direct benefit and service for the community as a whole. Costs of Local Area Services may be recovered through a parcel tax, as per S. 216.

While the recommended pathway forward (described in the following sections) entails using grant funding and municipal funds in order to make financing available for a sizable pilot, a second pathway was explored that was reliant on Saanich accessing a long term loan in order to fund the program. Such a loan would have to be enacted through a loan authorization bylaw which, in addition to adding layers of complexity and administration would mean that the financing could not be tied to the property, one of the key benefits of property-assessed financing. In addition, a scenario that relies on the municipality taking out a loan would mean additional funding would be required in order to offer zero percent interest for participating households. As such, it is recommended that if Council would like to proceed with the program, it is done through a combination of grant and core funding that is recovered over 10 years.

It should be noted that while municipal financing is deemed feasible under current legislation, amendments by the Province have the potential to further streamline and enable greater impact through the following changes:

- Allowing rental homes to be benefitting properties under the program by providing a limited exception to the assistance rule in S. 25 of the Community Charter;
- Allowing a single bylaw to establish the program for all participating properties, rather than having to establish a bylaw for each property; and
- Stipulating that borrowing for the program does not count against the municipality's debt limit or debt service limit.

The Nova Scotia and Ontario legislatures both passed amendments to legislation in 2012 to explicitly enable municipalities to establish property-assessed financing programs for energy efficiency in private homes, and in so doing, helped to streamline the process for municipalities and homeowners alike. On June 6, 2018, Alberta passed Bill 10, Property Assessed Clean Energy (PACE) legislation that enables municipalities to develop and enact PACE bylaws and deliver retrofit financing. Energy Efficiency Alberta, a Provincial agency, will be delivering the program on behalf of participating municipalities when it launches later in 2019. The Province will provide customer support and work with municipalities to establish their respective bylaw and set up the repayment mechanism through the municipal property tax system.

A pilot program in Saanich may be seen as an opportunity to test and showcase this innovative form of retrofit financing in BC, and further strengthen the rationale for legislative amendments. Should the Province be willing to consider these amendments, a larger Provincial role could be deliberated, such as the development of a central loan loss reserve fund or a centrally administered program to facilitate the ability for all municipalities – large and small – to offer such a service.

Pilot Program Design Concepts

Research suggests that a successful retrofit financing program must be attractive and accessible to the homeowner, while also minimizing risk and administrative burden for the municipality. As such, the overarching goals of program design should seek to achieve:

1. **Affordability:** zero or below-market interest rates on upgrades that present a good return on investment;
2. **Accessibility:** low barriers to entry for program participation and an effective outreach strategy to facilitate access and uptake;
3. **Stability:** sufficient program duration to foster familiarity, market confidence, and take advantage of word-of-mouth diffusion;
4. **Simplicity:** a program design that is easy to navigate and minimizes administration and decision-points for the homeowner;
5. **Quality:** contractor buy-in and accreditation, with risks to the municipality and homeowner addressed through contractual and program processes; and
6. **Impact:** efficient use of resources to maximize GHG reductions, leverage third party rebate programs, and amplify community benefits such as reduced energy costs and risk of oil spills.

The following summarizes program design concepts that would help achieve the abovementioned goals of a Home Energy Retrofit Municipal Financing Pilot. It should be emphasized that this memo is intended to support Council's decision around pursuing this type of program; the specific parameters may be reviewed and amended if there is a desire to move forward.

Keep it simple: in the pilot phase, limit the offer to the replacement of oil heating systems with air source heat pumps (ASHPs)

Keeping the focus of the program narrow was one of the key success factors for Halifax's Solar City program, and will have the highest return on GHG reductions and energy cost savings. There are an estimated 4,600 oil-heated households in our community, each representing approximately 7 tCO₂e (tonnes of carbon dioxide equivalent) per year. With a community-wide GHG inventory of nearly 513,000 tCO₂e in 2017, a complete conversion of oil-heated homes to renewable energy would reduce our GHG emissions from buildings by over 20%, and overall emissions by over 6%. The proposed pilot entails 50 homes, which would reduce community GHG emissions by 350 tCO₂e per year, and 7,000 tCO₂e over the lifetime of the equipment.

Beyond the climate impact, oil heating systems continue to pose a significant environmental and financial liability for the District and its residents; between 2012 and 2017, there were 27 furnace-related oil spills, 21 of which were from above ground oil tanks. Homeowners are responsible for covering the cleanup costs of an oil spill from their property, which the Province estimates typically ranges from \$65,000 to \$118,000 per spill. Nevertheless, the District bears significant costs as well, with an estimated \$175,000 being spent on staff time, equipment, and administration for the oil spill responses between 2012 and 2017.

Based on Natural Resource Canada's EnerGuide Ratings for over 1,800 records of oil-heated homes in Saanich, homeowners could save between \$1,450 and \$3,500 per year on heating

costs by switching to an ASHP. The median energy cost savings is estimated to be \$2,200 for conversion of an oil tank to a heat pump, or approximately \$183 per month. It is important to note that the EnerGuide Rating System uses standard operating conditions, such as an assumed temperature set-point of 21°C during the day to calculate energy consumption, and actual use may vary. It is likely that homeowners using oil actually set their temperatures lower given the exorbitant cost, but cost savings are nevertheless likely to be significant.

While it is recommended that oil-heating conversions be the primary focus in the pilot phase for the reasons listed above, the program could consider expanding the offer to other energy efficiency upgrades upon completion of a successful pilot.

Offer funding up to \$12,000, to be repaid over 10 years

There are two types of ASHP systems: a central system which relies on the same ductwork used for oil-heating, and a ductless or “mini-split” system, which can have one or more indoor ‘heads’ to convey heat. Of the 140 Saanich participants in the Province’s Oil to Heat Pump Program as of May 2018, 73% chose a central system with an average installation cost of \$9,100, and the most expensive system costing \$14,000. The average cost for the ductless system was \$11,500. The recently announced Efficiency BC program has increased the provincial incentive to \$2,000 for oil to heat pump replacements, upon which both Saanich and the Capital Regional District has committed “top-ups” that will bring the total rebate up to \$2,700 per household. This will further reduce the cost, and provide more financial leeway if an electrical panel upgrade is required to accommodate the heat pump.

A pilot program with a \$12,000 financing cap would require up to \$570,000 for 50 participating homes over a two year period, with repayments received over the subsequent 10 years (see Table 1). The program will be reviewed upon completion of the two-year pilot and if successful, Council may consider extending or expanding the program, including the possibility of pooling the repayments into a revolving green fund, which could sustain 5 to 10 additional participants per year, indefinitely.

Table 1: Pilot Financing Scenario (2 Year)

Year	New homes in program	Total Homes with Local Area Service Bylaw	Financing Cap per Home	Total Financed (cumulative, minus repayments)	Annual Homeowner Repayments
1	25	25	\$ 12,000	\$ 300,000	
2	25	50	\$ 12,000	\$ 570,000	\$ 30,000
3	0	50		\$ 510,000	\$ 60,000
4	0	50		\$ 450,000	\$ 60,000
5	0	50		\$ 390,000	\$ 60,000
6	0	50		\$ 330,000	\$ 60,000
7	0	50		\$ 270,000	\$ 60,000
8	0	50		\$ 210,000	\$ 60,000
9	0	50		\$ 150,000	\$ 60,000
10	0	50		\$ 90,000	\$ 60,000
11	0	25		\$ 30,000	\$ 60,000
12	0	0		\$ -	\$ 30,000
13	0	0		\$ -	\$ -

Make it irresistible: offer zero percent interest financing

High interest rates have been attributed to low uptake with other financing programs. Zero percent interest will mean that for virtually all homeowners, the annual repayment (up to \$1,200 per year) will not exceed the energy cost savings realized from the upgrade. The annual cost savings from the most efficient homes (who would derive the least benefit as compared to the oldest, leakiest homes) is still estimated to be around \$1,475 per year, with average cost savings likely to be around \$2,200 per year. Given the savings, the program will remain viable even in the face of changing energy costs¹.

The recommended funding approach is to apply for external grant funding to cover over 60% of program costs, and to contemplate the use of municipal funds to cover a portion of the financing (which would be repaid over 10 years). More information on the budget and proposed funding pathway is outlined below and summarized in Table 2. A number of alternate scenarios were considered, including seeking a loan in order to offer a financing program. However, one of the benefits of using grant and core funding is that zero percent interest financing can be offered without having to issue a subsidy or grant to cover the interest rate for participating properties.

Prioritize lower-income households who may otherwise miss out

Investing in the upfront costs of a high efficiency heating system can be prohibitive for many homeowners, and is an issue that the prevailing rebate program model does not address. According to the 2016 census, there are over 6,000 owner-households in Saanich that are spending more than 30% of their income on shelter costs. It is unlikely that these homeowners would prioritize investment in a heat pump or other high cost efficiency measures, even if the upgrade pays for itself through reduced operational costs over time.

Given there is likely a sizable market that is not able to participate in current rebate programs, and there is a limited amount of financing that Saanich can support through a pilot, it is recommended that lower-income households are prioritized through program design. One such way to achieve this would be to hold a set number of program spaces (e.g. 50% per year) for households that meet a certain income qualification (such as households that make less than \$77,282 per year, the median household income for Saanich). If these are not filled for a given year, they are rolled into the next year and available for households of any income level to apply for. This would strike a balance between prioritizing lower income households and ensuring the program is seeing sufficient uptake to achieve its carbon reduction goals.

Homeowners that rent their homes and do not use the home as their primary residence will not be eligible to participate due to Community Charter restrictions on providing assistance to businesses.

Create few hoops to jump through

Experience from other municipal finance programs has shown that minimizing the eligibility criteria and other upfront barriers, as well as ensuring a streamlined, easy-to-navigate process is critical to program success. Aside from the income-qualification required for a portion of

¹ Costs for carbon-intensive energy sources (such as oil and gas) are increasing as BC fulfills its commitment to raise the carbon tax from \$30 per tonne (prior to April 2018) to \$50 per tonne by 2021. This equates to an average increase of \$80 per year for gas-heated homes, and \$165 extra per year for oil heated homes. Electricity prices are currently frozen, but had seen rate increases of about 3% per year until recently. This would equate to an approximate \$45 per year increase for the average consumer.

participants, eligibility criteria should be limited to: owning and occupying a single family home or duplex; being in good standing with property taxes; and, using oil as the primary heating system for the home (verified through a pre-retrofit EnerGuide Evaluation).

In addition to minimizing upfront barriers, the program administration should be streamlined for the homeowner. This can be achieved in a number of ways, including: having a pre-qualified roster of approved contractors for homeowners to select from; incorporating EnerGuide evaluations as part of program participation; and, having contractor payments disbursed directly through the program.

Have a third party administer the program.

Existing local organizations have expertise and experience with administering energy retrofit and incentive programs, and can operate the program more efficiently than in-house program delivery. Benefits that third-party administration may offer include familiarity with technical criteria and specifications, relationships with energy advisors and contractors, existing tracking and quality assurance systems, familiarity with common customer questions and concerns, and the ability to cross-promote other rebate and incentive programs that could complement this offering.

Based on similar programs, administration by a third party is estimated to be around \$8,000 - \$10,000 per year, with an additional \$35,000 for program design and communications (see Table 2). These estimates would be verified through a procurement process contingent on Council direction to pursue the program and successful grant applications. There are some program functions, such as establishing the legal agreements and Local Area Service for participating properties that would require considerable resources from Finance and Legal Staff. The City of Toronto's HELP program required a 0.2 FTE Financial Analyst position to perform a similar role.

Offset program costs with grant funding.

This would be the first property-assessed financing program of its kind in BC, and could pave the way for similar financing programs amongst other municipalities if successful. There are two potential granting programs that have expressed interest and alignment with the project, and that if successful, could provide up to \$445,000 of funding towards the pilot. The FCM Green Municipal Fund offers 50% funding, up to \$350,000 for pilot projects, and the Real Estate Foundation of BC would be approached for \$95,000. In-kind staff costs of approximately \$59,000 would be required to establish and administer the program, and the remaining 30% (\$220,000) would be from District funding (to be repaid by homeowners over 10 years). See Table 2 for details on estimated costs. Costs in Year 1 would be higher due to the initial resources required to establish the program. There is a possibility that the requirements for Finance staff cannot be met with existing capacity and that additional budget would need to be allocated to support the implementation.

Table 2: Pilot Funding Scenario (2 Year, 50 household pilot)

Funding Source	Year 1 Cash	Year 1 In-Kind	Year 2 Cash	Year 2 In-Kind	Total
External Grant Funding					
Program Design	\$ 25,000				\$ 25,000
Annual Administration (3rd party)	\$ 10,000		\$ 10,000		\$ 20,000
Communications and Outreach	\$ 7,000		\$ 3,000		\$ 10,000
Contingency	\$ 10,000				\$ 10,000
Energy Evaluation Subsidy	\$ 7,500		\$ 7,500		\$ 15,000
Program Evaluation and Info Sharing			\$ 15,000		\$ 15,000
Financing for Homeowners (capital costs)	\$ 200,000		\$ 150,000		\$ 350,000
District of Saanich					
Financing for Homeowners (capital costs)	\$ 110,000		\$ 110,000		\$ 220,000
Staff Support: Financial Analyst		\$ 18,000		\$ 9,000	\$ 27,000
Staff Support: Legal Review		\$ 3,500		\$ 1,500	\$ 5,000
Staff Support: Senior Sustainability Planner		\$ 18,000		\$ 9,000	\$ 27,000
Total	\$ 369,500	\$ 39,500	\$ 295,500	\$ 19,500	\$ 724,000

NEXT STEPS

Staff intend to bring the contents of this memo to Council for their consideration in Q1 2019. Council may wish to refer the proposed pilot to an upcoming strategic planning session for deliberation and to secure the required resources if they wish to pursue the project.

The Real Estate Foundation of BC grant application deadline is on March 7, 2019, and FCM receives rolling applications. Should Council wish to move forward with the project, staff will seek immediate direction to submit applications to both funders.

Staff offer relevant committees the opportunity to provide a motion to Council. If the Advisory Committees wish to make a motion to support this pilot to the Council, the motion will be included in the upcoming council report.



Ting Pan
Manager of Sustainability

MB/TP/jsp

cc: Sharon Hvozdzanski, Director of Planning
Paul Thorkelsson, Administrator
Valla Tinney, Director of Finance
Michael Hargraves, Municipal Solicitor



The Corporation of the District of Saanich

Report

To: Planning, Transportation and Economic Development Advisory Committee
From: Jeffrey Keays – Committee Clerk
Date: 2/5/2019
Subject: 2018 UBCM Annual Convention – Resolution Decisions

PURPOSE

That the Planning, Transportation and Economic Development Advisory Committee (PTED) receive this report on the 2018 UBCM Annual Convention – Resolutions Decisions for information.

BACKGROUND

During the course of the 2018 term PTED passed two (2) resolutions pertaining to road safety. The following is an overview of those recommendations.

COMMUNITIES ON THE MOVE DECLARATION

PTED meeting of June 14, 2018

“That the Planning, Transportation and Economic Development Advisory Committee endorse the Communities on the Move Declaration; and further, recommend that the Province create a data hub of all best practices developed under this initiative.”

The committee’s recommendation was included as part of the June 18, 2018 Saanich Council agenda. Council resolved the following:

“That Council endorse the Communities on the Move Declaration, and further, that Council recommends that the Province create a data hub of all best practices developed under this initiative.”

MODERNIZING THE MOTOR VEHICLE ACT TO IMPROVE SAFETY

PTED Meeting of June 14, 2018

“That the Planning, Transportation and Economic Development Advisory Committee recommend that the District of Saanich support the City of Vancouver’s Active Transportation Policy Council’s request to review and update the Motor Vehicle Act with safety in mind, which is also recommended in the Moving Saanich Forward – Active Transportation Plan.”

The committee's recommendation was included as part of the September 17, 2018 Saanich Council agenda. Council resolved the following:

“That:

- a) Council support the request from the City of Vancouver’s Active Transportation Policy Council to support and endorse the position paper “Modernizing the BC Motor Vehicle Act” in order to increase safety for vulnerable road users; and,***
- b) the letter of support be forwarded to the Premier of British Columbia and the Ministry of Transportation and Infrastructure.”***

DISCUSSION

The resolutions listed in the table below were considered at the 2018 UBCM Annual Convention.

*Those resolutions with the prefix “C” are considered by the UBCM Resolutions Committee to have been:

- consolidated or grouped and referred to a similar resolution in Section A or B;
- referred to a Special Resolution to be put forward at Convention;
- incorporated into a policy paper to be presented during Convention; or
- referred to a special session at Convention.

Resolution	Decision
B12 Commitment to Road Safety	Endorsed
B15 Active Transportation Strategy	Endorsed
B102 Updating the BC Motor Vehicle Act to Improve Safety for All Road Users	Endorsed
B103 Reducing Excessive Driving Speeds in Designated BC Road Safety Corridors, For All Drivers, All The Time	Endorsed
C3 Modernizing the Motor Vehicle Act	Refer to Similar Resolution/Not Admitted for Debate
C4Active Transportation Infrastructure	Refer to Similar Resolution/Not Admitted for Debate
C6 Transportation Equity	Refer to Similar Resolution/Not Admitted for Debate
C9 Communities on the Move	Refer to Similar Resolution/Not Admitted for Debate

The UBCM Resolutions Committee comments are included in the 2018 UBCM Resolutions Book. The complete resolutions are included with this report for reference and form Appendix “A.”

SUMMARY

The report is for information only.

RECOMMENDATION

That the committee receive this report for information.

Prepared by


Jeff Keays

Committee Clerk

Approved by


Angila Bains

Manager, Legislative Services

JK/jk

Attachments – UBCM 2018 Resolutions, Appendix “A”

Appendix "A"

Therefore be it resolved that UBCM lobby the Province of BC to increase the safety of pedestrians and drivers/passengers using our highways and roads by ensuring that a more durable paint be used or that a second coat of paint be applied each year.

Not presented to the Southern Interior Local Government Association

UBCM Resolutions Committee recommendation: **Endorse**

UBCM Resolutions Committee comments:

The Resolutions Committee notes that the UBCM membership has endorsed 2017-B11, which asked the Province to change the guidelines to increase the frequency and visibility of shoulder and centre line painting on all provincial roads.

As well, members endorsed B10 in 2016 that asked the Province to improve the durability and reflectivity standards of road marking paint so it will endure effectively through the entire winter driving season to improve road safety, particularly for BC's northern and interior drivers and passengers; and that the Province accelerate the annual road and highway marking repainting program, with improved durable and reflective paint to make BC's roads and highways safer sooner.

Prior to the 2016 resolution, members also endorsed 2014-B53, which called on the Province to review the effectiveness of the products used for line markings on highways.

Conference decision: _____

B12 Commitment to Road Safety

Vernon

Whereas the design and rules of the road should ensure that all British Columbians can arrive at their destination safely and recognizing that traffic fatalities and serious injuries are preventable;

And whereas the Province of BC has the goal of having the safest roads in North America by 2020:

Therefore be it resolved that UBCM urge the Province of British Columbia to prioritize safety measures for vulnerable road users such as pedestrians, cyclists and those in wheelchairs and mobility devices as outlined in the Communities on the Move Declaration.

Endorsed by the Southern Interior Local Government Association

UBCM Resolutions Committee recommendation: **Endorse with Proposed Amendment**

Therefore be it resolved that UBCM urge the Province of British Columbia to prioritize safety measures for vulnerable road users such as pedestrians, cyclists and those in wheelchairs and mobility devices, as outlined in the Communities on the Move Declaration.

UBCM Resolutions Committee comments:

The Resolutions Committee notes that the UBCM membership has consistently supported resolutions on improving road safety (2017-B90, 2016-B10, 2015-B10, 2015-B12, 2012-B63, 2009-B64, 2008-B108, 2007-B14, 2007-B102), including those focused on vulnerable road users (2015-B103, 2013-B91), and calling for continued funding for road safety (2007-B80).

The Committee would however recommend removal of the reference to the Communities on the Move Declaration in the enactment clause as the full scope of the declaration is not known and the Committee would prefer to recommend endorsing those actions specifically identified.

Conference decision: _____

B13 CN Rail Emergency Response Capacity

Bulkley-Nechako RD

Whereas the amount and frequency of dangerous goods being transported by CN Rail through all areas of the province is increasing;

And whereas the capacity to respond to a dangerous goods incident in many populated areas of the province is not adequate:

Prior to the 2016 resolution, members also endorsed 2003-B62 which in part asked the Province “to formulate a long-term rail transportation strategy that includes the reintroduction of passenger service” in response to the loss of BC Rail service in 2002.

Conference decision: _____

B15 Active Transportation Strategy

North Vancouver District

Whereas to respond to the complex and evolving needs of British Columbians and diversify the economy, local government across BC have developed forward-thinking: transportation plans, the development of community centres, age-friendly community plans, and Integrated Community Sustainability Plans.

And whereas a provincial active transportation strategy - fully supported by dedicated staff and increased investments in provincial funding for municipal/regional active transportation projects - would accelerate implementation of existing community plans, and enhance the liveability and competitiveness of BC communities:

Therefore be it resolved that UBCM urge the Province of British Columbia to establish a provincial active transportation strategy, with dedicated staff and increased investments in local active transportation.

Not presented to the Lower Mainland Local Government Association

UBCM Resolutions Committee recommendation: **Endorse**

UBCM Resolutions Committee comments:

The Resolutions Committee advises that the UBCM membership has not specifically asked for a provincial active transportation strategy, with dedicated staff and increased investments in local active transportation. However, the membership has consistently endorsed resolutions that address specific elements included within a provincial active transportation strategy related to funding for bike lanes, construction of new bike lanes, investment in cycling infrastructure (2016-B9, 2013-B99, 2012-B63, 2010-B16, 2010-B17, 2009-B83, 2008-B108, 2007-B14, 2007-B99, 2006-B140)

Members have also endorsed resolution 2016-B57, requesting that regional governments have the option of participating in the planning and development of regional walking and cycling networks and infrastructure within Ministry road rights-of-way. Resolution 2013-B66 was endorsed requesting that permit conditions for construction and maintenance do not create a deterrent to local governments wishing to expand active transportation networks.

The Committee notes that there are a number of resolutions submitted this year related to active transportation, some specifically referencing the Communities on the Move report. The Committee notes that all of these resolutions have been placed in category C recognizing that their specific asks related to active transportation could be captured within the broad scope of this resolution.

See also resolutions C4, C5, C6, C7, C8 and C9.

Conference decision: _____

B16 Transportation of Patients in Rural Areas

Central Kootenay RD

Whereas medical services in southern rural British Columbia have been regionalized, requiring travel times of 3 to 9 hours for patients seeking scheduled critical care or specialist attention or requiring transport home after being transported to the hospital by BC Ambulance;

And whereas weather conditions, lack of air service and the cancellation or reduction of regular Greyhound Bus Service has made travel impossible for those residents without private transportation and support networks, causing a reduction to the economic and social development of rural areas in southern rural BC:

Therefore be it resolved that the Ministry of Health and Ministry of Transportation and Infrastructure work with BC Transit, local hospital boards, citizen and local government transit committee and private business to find solutions for transportation of critically ill patients awaiting surgery.

Not presented to the Association of Kootenay & Boundary Local Governments

UBCM Resolutions Committee recommendation: **Endorse**

**B102 Updating the *BC Motor Vehicle Act* to Improve Safety for
All Road Users**

New Westminster

Whereas the *BC Motor Vehicle Act* was originally passed in 1957, and reflecting the transportation environment of its time, it was written with an emphasis on the rights and responsibilities of motorist, and does not adequately address the rights and responsibilities of other road users;

And whereas the provincial government has established a “Vision Zero” plan to eliminate road-related injuries and deaths by 2020, through the trend towards reduced injuries and deaths for vulnerable road users are not keeping pace with improved safety for motorists;

And whereas the Road Safety Law Reform Group of BC have created meaningful recommendations toward reform of the Act based on current scientific and legal research, recognized best safety practices from other jurisdictions, and the experiences of BC road users;

And whereas the Provincial Health Officer’s Annual Report “Where the Rubber Meets the Road: Reducing the impact of Motor Vehicle Crashes on the health and well-being in BC” seeks to address challenges to road safety while building upon our current successes;

And whereas these recommendations address modern conditions on the provinces’ roads, and seek to reduce conflicts between motorists, cyclists, pedestrians, and persons with disabilities, and better protect seniors, children and other vulnerable road users:

Therefore be it resolved that the provincial government be requested to support modernization of the *Motor Vehicle Act*, addressing the recommendations in the Road Safety Law Reform Group of BC Position Paper entitled “Modernizing the *BC Motor Vehicle Act*” to enhance safety for all road users.

Endorsed by the Lower Mainland Local Government Association

UBCM Resolutions Committee recommendation: **No Recommendation**

UBCM Resolutions Committee comments:

*The Resolutions Committee advises that the UBCM membership has not specifically endorsed the recommendations brought forward within the Road Safety Law Reform Group of BC Position Paper entitled “Modernizing the *BC Motor Vehicle Act*” to enhance safety for all road users.*

However, the Committee notes that members have endorsed other resolutions in support of road safety education as requirement for a drivers license, funding for road safety projects, road upgrading for safety purposes (2009-B16, 2007-B80, 2004-B105, 2004-B106, 2001-LR1).

See also resolution C3.

Conference decision: _____

**B103 Reducing Excessive Driving Speeds in Designated BC Road Safety
Corridors, For All Drivers, All The Time**

Lions Bay

Whereas the correlation between excessive speed and road accidents is well accepted, and the high human and economic cost to British Columbia is well understood;

And whereas average-speed-over-distance or point-to-point technology has proven extremely effective in jurisdictions worldwide at controlling road speed for all drivers all the time in designated road safety corridors:

Therefore be it resolved that the provincial government be requested to pilot average-speed-over-distance technology at one or more suitable locations in BC, including but not limited to the Sea-to-Sky Highway 99 at Lions Bay, the Malahat Highway 1 or the Coquihalla Highway 5.

Endorsed by the Lower Mainland Local Government Association

UBCM Resolutions Committee recommendation: **No Recommendation**

UBCM Resolutions Committee comments:

The Resolutions Committee advises that the UBCM membership has not previously considered a resolution asking the Province to pilot average-speed-over-distance technology at one or more suitable locations in BC, including but not limited to the Sea-to-Sky Highway 99 at Lions Bay, the Malahat Highway 1 or the Coquihalla Highway 5.

Conference decision: _____

Taxation

B104 Alternate Tax Sale Redemption Date

Lake Cowichan

Whereas the *Local Government Act* requires the sale of a property, where delinquent taxes are unpaid, to occur on the last Monday of September;

And whereas the property owner currently has until the start of the sale of the tax sale auction the opportunity to redeem the property from a tax sale, which often does occur, thus inconveniencing bidders who have taken time off work or who have brought cash, certified checks or bank drafts to bid on a property that may no longer be in tax sale status:

Therefore be it resolved that UBCM lobby the Province to establish the tax redemption deadline date to be no later than the Friday prior to the tax sale date in September, so that the bidders and local government staff are dealing with a listing of tax sale properties available for tax sale that is final.

Not presented to the Association of Vancouver Island & Coastal Communities

UBCM Resolutions Committee recommendation: **No Recommendation**

UBCM Resolutions Committee comments:

The Resolutions Committee notes that the UBCM membership has endorsed resolutions on this topic and notes that the topic of tax sales has been an ongoing concern for local governments. Previous resolutions have focused on the redemption period. For instance, resolution 2000-B76 was endorsed which asked that the time limit for making a redemption of property sold at a tax sale be shortened as a measure to persuade owners to redeem their property.

Prior to the 2000 resolution, resolution 1997-B37 requested that the then-Municipal Act be amended to reduce the current one year redemption period to sixty (60) days. This resolution was not endorsed. Resolution 1994-A9 was sponsored by the UBCM Executive as a composite resolution on the issue of tax sales. One part stated: “(c) the period of redemption be shortened as a measure to persuade owners of properties sold at tax sale to redeem these properties.” A specific time period was not suggested.

The Committee is offering no recommendation to provide delegates with an opportunity to determine what is the appropriate tax redemption deadline date. The sponsor has outlined in their background materials that it would be prudent to have a clear separation of dates and times for the tax sale redemption deadline and the occurrence of the tax sale so that bidders have the certainty that the tax sale listing is final.

Conference decision: _____

B105 Agricultural Land Reserve – Protective Taxation Reform

Burnaby

Whereas a significant portion of Agricultural Land Reserve lands are being used for permitted non- farming uses;

And whereas this land is some of the most agriculturally productive in Canada;

And whereas existing taxation and assessment procedures for the Agricultural Land Reserve provide benefits for non-farm uses that occur on these lands:

Section C2

C1 Road Rescue Funding

Bulkley-Nechako RD

Whereas local governments voluntarily provide road rescue service to out of region travellers using Provincial Highways in support of the BC Ambulance Service and the RCMP, and Emergency Management BC's (EMBC) reimbursement levels are not adequate to cover the cost of providing the service, and are not available to local governments that support road rescue through taxation;

And whereas the EMBC road rescue reimbursement policy forces local governments to choose between not providing the service, providing the service funded only by inadequate EMBC reimbursements, or providing the service funded only by local taxpayers:

Therefore be it resolved that UBCM petition the Province of BC to work cooperatively with local governments in funding road rescue service for the benefit of the users of provincial highways, and establish an adequate, sustainable and consistent funding and governance model for the provision of road rescue services.

Not presented to the North Central Local Government Association

UBCM Resolutions Committee recommendation: **Refer to Similar Resolution**

UBCM Resolutions Committee comments:

Refer to resolution B5.

C2 Elimination of Transportation Service in Northern BC

McBride

Whereas on February 20, 2018, the Passenger Transportation Board approved Greyhound's application to reduce or eliminate service on several routes in various areas of British Columbia and, effective June 1, 2018 Greyhound will eliminate its inter-city bus service completely on 6 routes in Northern BC;

And whereas the loss of the Greyhound service in Northern BC will further isolate the communities, intensify passenger safety concerns and increase the hardships that many people are currently experiencing:

Therefore be it resolved that UBCM request that the Minister of Transportation and Infrastructure immediately address the vital passenger transportation void left by the withdrawal of services by Greyhound in Northern BC.

Endorsed by the North Central Local Government Association

UBCM Resolutions Committee recommendation: **Refer to Similar Resolution**

UBCM Resolutions Committee comments:

Refer to resolution SR2.

C3 Modernizing the Motor Vehicle Act

Victoria

Whereas the Road Safety Law Reform Group of British Columbia and organizations including the City of Vancouver, British Columbia Cycling Coalition and Trial Lawyers Association of British Columbia have called on the Government of British Columbia to review and modernize the BC *Motor Vehicle Act*;

And whereas modernization of this legislation is necessary to achieve the Government of British Columbia's "Vision Zero" plan to make BC's roads the safest in North America and eliminate road-related injuries and deaths by 2020, and where the Road Safety Law Reform Group has provided evidence- based recommendations for increasing safety for vulnerable road users, including children, seniors, people with disabilities, pedestrians and cyclists:

Therefore be it resolved that the Province of British Columbia review and modernize the BC *Motor Vehicle Act*, to increase safety for all road users and achieve the "Vision Zero" objective of making BC's roads the safest in North America and eliminating road-related injuries and death by 2020.

Endorsed by the Association of Vancouver Island & Coastal Communities

UBCM Resolutions Committee recommendation: **Refer to Similar Resolution**

UBCM Resolutions Committee comments:

Refer to resolution **B102.**

C4 Active Transportation Infrastructure

Courtenay

Whereas in order to respond to the evolving needs of British Columbians and to diversify the economy, local governments across BC have developed and started to implement: forward-thinking transportation plans, downtown revitalization plans, age-friendly community plans, innovative recreation plans, and integrated community sustainability plans—whose timely implementation will require significant investments in active transportation;

And whereas the operational costs of municipal governments and the costs of basic municipal capital projects have increased significantly over the last 10 years:

Therefore be it resolved that the UBCM call on the provincial government to establish a new, dedicated provincial fund to help finance a broad range of active transportation infrastructure projects and programming by local governments, and designed to support: local residents' diverse mobility needs, access to affordable recreation options, and tourism development.

Endorsed by the Association of Vancouver Island & Coastal Communities

UBCM Resolutions Committee recommendation: **Refer to Similar Resolution**

UBCM Resolutions Committee comments:

Refer to resolution **B15.**

See also resolutions **C5, C6, C7, C8 and C9.**

C5 Cycling Infrastructure Funding

Sunshine Coast RD

Whereas limited revenue sources constrain local government construction of active transportation facilities, which support healthy lifestyles, local economic opportunities through tourism; and reduce congestion, greenhouse gas emissions and localized air pollution;

And whereas the current level of provincial cycling infrastructure grant funding is inadequate to meet the demand:

Therefore be it resolved that the provincial government be urged to increase the BikeBC Fund to \$50 million per year.

Endorsed by the Association of Vancouver Island & Coastal Communities

UBCM Resolutions Committee recommendation: **Refer to Similar Resolution**

UBCM Resolutions Committee comments:

Refer to resolution **B15.**

See also resolutions **C4, C6, C7, C8 and C9.**

C6 Transportation Equity

Vernon

Whereas a range of transportation options should be available to all British Columbians—including those who live in smaller communities, as well as children, older adults, people of diverse abilities, non-drivers, and people with low incomes;

And whereas providing world class transit and active transportation options throughout BC will greatly facilitate access to education, employment, shopping, health services, recreation, culture, and social connections by a diversity of British Columbians:

Therefore be it resolved that UBCM urge the Province of British Columbia to ensure transportation funding is allocated more equitably across the province recognizing the infrastructure deficits for pedestrian, cycling and transit modes as well as recognizing limitations faced by rural, remote, geographically isolated and small communities, as outlined in the Communities on the Move Declaration.

Endorsed by the Southern Interior Local Government Association

UBCM Resolutions Committee recommendation: **Refer to Similar Resolution**

UBCM Resolutions Committee comments:

Refer to resolution B15.

See also resolutions C4, C5, C7, C8 and C9.

C7	Active Transportation Corridors & Greenway Plans – Highway Projects	Columbia Shuswap RD
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Whereas it is believed that adding active transportation corridor and greenway plans into all current and future highway projects would greatly benefit communities, residents and visitors as the corridors can be used for non-motorized forms of transportation or recreation such as cycling and walking;

And whereas pre-planning of highway and bridge designs that incorporate bike lanes and sufficient road rights-of-way for paved shoulders, sidewalks, or pathways can:

- allow for the safe movement of pedestrians and cyclists, and improve public safety;
- provide opportunities for more physical activity, and social and health benefits; and
- be more cost effective than adding this type of infrastructure afterwards:

Therefore be it resolved that the Ministry of Transportation and Infrastructure incorporate active transportation corridors and greenway plans into all future highway planning projects.

Endorsed by the Southern Interior Local Government Association

UBCM Resolutions Committee recommendation: **Refer to Similar Resolution**

UBCM Resolutions Committee comments:

Refer to resolution B15.

See also resolutions C4, C5, C6, C8 and C9.

C8	Incorporation of Active Transportation Corridors in all Ministry of Transportation and Infrastructure Current & Future Highways Projects	Chase
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Whereas the Province of British Columbia and local governments continually encourage people of all ages to be more physically active;

And whereas the BC Ministry of Transportation and Infrastructure (MOTI) promotes active transportation and healthy living by encouraging cycling, and contributing funds to cycling infrastructure projects such as bike lanes, separated bike paths, shared roadways, shoulder bikeways, and bicycle/pedestrian overpasses;

And whereas the 2017/2018-2019/2020 MOTI Service Plan includes a commitment to make life more affordable for British Columbians, and to build a strong, sustainable, innovative economy that works for everyone:

Therefore be it resolved that the BC Ministry of Transportation and Infrastructure be compelled to retain and improve existing active transportation corridors and incorporate new active transportation corridors into all current and future highways projects.

Endorsed by the Southern Interior Local Government Association

UBCM Resolutions Committee recommendation: **Refer to Similar Resolution**

UBCM Resolutions Committee comments:

Refer to resolution B15.

See also resolutions C4, C5, C6, C7 and C9.

C9 Communities on the Move

Kent

Whereas BC has an aging population and many communities are developing age-friendly community plans and research shows that few factors contribute as much to successful aging as having a physically active lifestyle;

And whereas rural communities through BC often lack essential infrastructure to accommodate both residents' active recreation and transportation needs as well as possibilities for cycling and walking agritourism potential:

Therefore be it resolved that UBCM call on the provincial government to facilitate increasing funding and prioritization the enhancement of both local residential and agritourism walking and bicycling infrastructure in BC communities;

And be it further resolved that a letter be sent to the Minister of Transportation and Infrastructure in support of initiatives that increase safety such as shoulder enhancement projects and the importance of enhanced transit services benefiting all ages.

Endorsed by the Lower Mainland Local Government Association

UBCM Resolutions Committee recommendation: ***Refer to Similar Resolution***

UBCM Resolutions Committee comments:

Refer to resolution B15.

See also resolutions C4, C5, C6, C7 and C8.

C10 Implementation of the Cannabis Act

Pemberton

Whereas there has been a lack of communication to local governments regarding how the proposed Cannabis Act, once implemented, will directly impact local government's resources such as bylaw enforcement, policing costs, fire services, public health, licensing, municipal planning;

And whereas in order to offset costs, local governments need to be included in the distribution of tax revenues that will be generated as a result of legalization of cannabis through the proposed Cannabis Act:

Therefore be it resolved that the provincial government be requested to consider at least 50/50 tax share with local government;

And be it further resolved that federal and provincial governments engage in direct consultation with local governments to form a tax distribution framework.

Endorsed by the Lower Mainland Local Government Association

UBCM Resolutions Committee recommendation: ***Refer to Similar Resolution***

UBCM Resolutions Committee comments:

Refer to resolution SR1.

See also resolutions C18, C19 and C20.

C11 Speculation Tax & Local Government Consultation

East Kootenay RD

Whereas the provincial government has introduced a speculation tax with the intent to deter investors removing homes from the long-term housing stock;

And whereas in many areas of the province, non-resident property owners invest in our communities financially, are active community members, some coming for generations, and many eventually become full-time residents: