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REGIONAL DISTRICT OF BULKLEY-NECHAKO  
COMMITTEE OF THE WHOLE

**AGENDA**

Thursday, June 8, 2017

**PAGE NO.**

**ACTION**

**CALL TO ORDER**

**SUPPLEMENTARY AGENDA**

**Receive**

**AGENDA – June 8, 2017**

**Approve**

**MINUTES**

**2-11**

**Committee of the Whole Meeting  
Minutes – May 11, 2017**

**Receive**

**REPORTS**

**12-15**

**Roxanne Shepherd, Chief Financial Officer  
- Investment Policy Statement Revision**

**Recommendation  
(Page 12)**

**CORRESPONDENCE**

**16-17**

**Union of B.C. Municipalities – Community to  
Community Forum**

**Receive**

**18-43**

**North Central Local Government Association  
- Final NCLGA Resolution Results**

**Receive**

**SUPPLEMENTARY AGENDA**

**NEW BUSINESS**

**ADJOURNMENT**

**REGIONAL DISTRICT OF BULKLEY-NECHAKO****COMMITTEE OF THE WHOLE MEETING****Thursday, May 11, 2017**

**PRESENT:** Chairperson Bill Miller

Directors Taylor Bachrach  
Eileen Benedict  
Shane Brien  
Mark Fisher  
Tom Greenaway  
John Illes  
Dwayne Lindstrom  
Rob MacDougall  
Rob Newell  
Mark Parker  
Jerry Petersen  
Darcy Repen

Directors Thomas Liversidge, Village of Granisle  
Absent Gerry Thiessen, District of Vanderhoof

Alternate Directors Linda McGuire, Village of Granisle

Staff Melany de Weerd, Chief Administrative Officer  
Cheryl Anderson, Manager of Administrative Services  
Jason Llewellyn, Director of Planning – left at 11:30 a.m.,  
returned at 1:02 p.m.  
Roxanne Shepherd, Chief Financial Officer  
Corrine Swenson, Manager of Regional Economic Development  
– left at 11:20 a.m., returned at 12:04 p.m.  
Deneve Vanderwolf, Regional Transit Coordinator – left at 1:07  
p.m.  
Wendy Wainwright, Executive Assistant

Others Karen Andrews, District Operations Manager, Fort George,  
Ministry of Transportation and Infrastructure – left at 12:20 p.m.  
Cailey Brown, A/Program Manager, Development Approvals,  
Bulkley-Stikine, Ministry of Transportation and Infrastructure –  
left at 12:20 p.m.  
Cpl. John Graham – Acting Unit Commander – North District,  
Prince George Regional Traffic Services, RCMP North District–  
left at 12:20 p.m.  
Val Hunsaker, District CVSE Manager, Fort George CVSE,  
Ministry of Transportation and Infrastructure– left at 12:20 p.m.  
Ron Marshall, District Manager, Fort George, Ministry of  
Transportation and Infrastructure – left at 12:20 p.m.  
Sgt. Al Steinhauser, Acting Regional Commander, North District  
Regional Traffic Services, RCMP North District– left at 12:20  
p.m.

Media Flavio Nienow, LD News – left at 12:20 p.m.

**CALL TO ORDER** Chair Miller called the meeting to order at 10:30 a.m.

**AGENDA**

Moved by Director MacDougall  
Seconded by Director Lindstrom

C.W.2017-5-1

"That the Agenda of the Regional District of Bulkley-Nechako  
Committee of the Whole meeting of May 11, 2017 be approved."

(All/Directors/Majority)

CARRIED UNANIMOUSLY

**MINUTES**

Committee of the Whole  
Minutes – April 6, 2017

Moved by Director Benedict  
Seconded by Director Greenaway

C.W.2017-5-2

"That the Committee of the Whole meeting minutes of April 6,  
2017 be received."

(All/Directors/Majority)

CARRIED UNANIMOUSLY

**DELGATIONS**

**MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE, Ron Marshall, District  
Manager, Fort George and RCMP, NORTH DISTRICT – Sgt. Al Steinhauser, Acting Regional  
Commander, North District Regional Traffic Services, Cpl. John Graham, Acting Unit  
Commander – North District, Prince George Regional Traffic Services RE: Truck Traffic  
Issues**

Chair Miller welcomed Ron Marshall, District Manager, Fort George, Ministry of Transportation and Infrastructure (MoTI) and Sgt. Al Steinhauser, Acting Regional Commander, North District Regional Traffic Services, RCMP North District. Mr. Marshall introduced Karen Andrews, District Operations Manager Fort George, Cailey Brown, A/Program Manager, Development Approvals, Bulkley-Stikine and Val Hunsaker, District CVSE Manager, Fort George CVSE (Commercial Vehicle Safety Enforcement), MoTI. Sgt. Steinhauser introduced Cpl. John Graham, Acting Unit Commander, North District, Prince George Regional Traffic Services, RCMP North District.

Mr. Marshall commented that the Provincial Government is currently in the Interregnum period due to the recent election and MoTI can only continue with operations and working with decisions that were approved prior to the dissolving of the government and the election.

**Ministry of Transportation & Infrastructure**

- Introductions;
- Highway Improvements & Maintenance Updated;
- Highway Design;
- Community and Public engagement;
- Challenges;
- CVSE;
- Questions.

**District & Support**

- Operations;
- Commercial Vehicle Safety Enforcement (CVSE);
- Development Approvals;
- Finance and Administration;

**Supported by the Regional/Provincial Groups:**

- Engineering;
- Project Management;
- Properties & Partnerships;
- Regional Administration & Finance.

## DELGATION (CONT'D)

### **Highway Improvements and Maintenance**

- Three primary funding mechanisms;
  - o Capital;
  - o Roadside improvement program;
  - o Rehab;
- Funding Priorities are based on multiple factors and inputs:
  - o Engineering requirements including safety;
  - o Life Cycle Management;
  - o Cost Benefit Analysis;
  - o Needs Analysis;
  - o Local residents and stakeholders;
  - o Consultation with Industry;
- Planning Program.

### **Local Highway Districts**

- Ministry conducts regular monitoring of all roads to establish and confirm the long term programs;
- Projects continue to be delivered annually on Northern Highways;
- Many of these projects have been successfully completed.

### **Completed Highway Projects**

#### **Fort George**

##### **Highway 16**

- Deegal Pit Passing Lane Construction;
- Mapes Road;
- Braaten;
- Endako Intersection Lighting Improvements.
- GAS (Graded Aggregate Sealcoat) Fraser Lake to Endako;

##### **Highway 27**

- Safety Improvements;
- Dog Creek Climbing Lane Construction;
- Braeside to the Tachie Intersection.

#### **Bulkley-Stikine:**

##### **Highway 16**

- Burns Lake Intersection Improvement;
- Burns Lake Arterial Resurfacing;
- GAS Burns Lake to Tintagel;
- HIPR (Hot in Place Resurfacing) Bye Road to Broman Lake;
- Houston Pedestrian Safety Improvements;
- Broman Lake to Burns Lake Resurfacing.

### **Side Roads**

- Extensive upgrades to many of the local side roads has continued with annual investment to improve road conditions;
- Ministry continues to monitor side road infrastructure and consider additional works based on specific factors such as traffic numbers, technically identified safety risks, road use and available funding;
- Brushing programs continue to be a focus on both main highways and local sideroads.

### **Current Season**

#### **Fort George**

##### **Highway 16**

- Extension of Mapes Passing Lane & Intersection Improvements;
- Mapes Road to Hillcrest Way Resurfacing;
- Engen Road to Burrard Street Resurfacing;

### **DELEGATION (CONT'D)**

#### **Highway 27**

- Junction Hwy 16 to Braeside Road Resurfacing;

#### **Current Season**

##### **Bulkley-Stikine – Highway 16**

- Houston Arterial Pedestrian Improvements;
- Tyee Passing Lane – Construction;
- Browman Passing Lane – Design;
- Toboggan Passing Lane – Design.

The maintenance of side roads was discussed. The MoTI management, staff and contractors monitor all side roads a minimum of once per year if not more. Maintenance and lifecycle repairs are completed when required to extend the management of a road for a 20 year period. Due to the substantial cost to repave one lane of one kilometer of highway at an approximate cost of \$180,000 - \$250,000 maintenance is completed to extend the lifecycle of the road on an annual basis. The Regional Pavement Engineer travels the main highways twice a year to evaluate the condition of the pavement in order to determine the capital rehab funding that is required for a year.

Discussion took place in regard to the paint utilized for the lines on the highway. Mr. Marshall mentioned that three test sections have been completed in three locations in the Province, Prince George, Kamloops and in the lower mainland with different paints and the tests have shown that no one paint is better. Different combinations of paints along with the thickness of the paint applied is being tested. Mr. Marshall noted that a second application in the fall is being attempted to assist with the lines lasting through the winter months.

Mechanical brushing is completed to extend site distances, minimize animal strikes and to allow areas of road to thaw quicker. Home owners in subdivisions will often be contacted when brushing is taking place but on highway right of ways most home owners are not contacted. Director Newell asked if MoTI utilized a crowd sourcing app to notify residents of work being completed. Mr. Marshall indicated that MoTI currently does not utilize a crowd sourcing app in regard to brushing works. Discussion took place in regard to installing internet fibre optic lines in and near roads and road right of ways and the challenges that can occur in keeping the lines secure.

Discussion took place regarding the following:

- Budget for the Tyee passing lane, Babine Lake Road, Chapman Road improvement areas;
- Need for crack seal improvements to Highway 118 (Granisle);
- Clarification in regard to the start and end location of the Broman passing lane design;
- Cailey Brown, A/Program Manager, Development Approvals, Bulkley-Stikine, MoTI will follow-up.

Director Fisher questioned the link and relationship between the MoTI and the Yellowhead Highway Association. Mr. Marshall noted that the Yellowhead Highway Association will provide suggestions, issues and concerns to MoTI for consideration in their planning process.

#### **Highway Design**

- Ministry designers are delegated the authority and responsibility for highway designs;
- Ministry roads and structures are designed and built to standards developed and tested for safety and service;
- Highway performance continues to be monitored by ministry staff including engineers to ensure the facility is appropriate.

### **DELGATION (CONT'D)**

Karen Andrews, District Operations Manager Fort George, MoTI encouraged the Regional Board to bring forward any information or issues they may have with MoTI managers and staff. She noted that meetings are held with municipal staff and the Ministry of Transportation and Infrastructure and MOTI is willing to meet at any time.

#### **Ministry Engagement**

- Ministry staff continue to meet and discuss issues with many groups and communities including:
  - o Local Municipalities;
  - o Safety committees;
  - o Industry;
  - o RCMP;
  - o First Nations.

Director Lindstrom noted that consultation with the logging truck industry in Fraser Lake would be a benefit. Director Lindstrom also invited Ms. Andrews to attend a future Village of Fraser Lake Council meeting.

#### **Challenges**

- Many safety improvements have been completed;
- Nearly 70% of the crash data for the last 10 years ending September 2016 is related to causes other than those associated with road design or maintenance.

Mr. Marshall spoke of MoTI's *Shift into Winter* campaign that is starting to receive brand recognition. He mentioned the challenges and the continued work associated with providing messaging in regard to people driving faster than the roads are designed to travel.

#### **CVSE (Commercial Vehicle Safety and Enforcement)**

- CVSE staff have dedicated a significant amount of time and effort in the Vanderhoof/Fort St. James area and have a presence throughout the district.
- CVSE staff have active relationships with local RCMP; working together to provide education and enforcement where required;
- CVSE has attended to the Fort St. James area more frequently than most other communities in the district.
- Bulk of the highway damage (rutting, shoving, surface failures) come from overweight commercial vehicles.
- Speed and aggressive driving are additionally reported regularly.

Val Hunsaker, District CVSE Manager, Fort George CVSE, MoTI mentioned there are currently 19 CVSE staff and they have increased their ability to be more mobile with the use of additional mobile scales. Stationary scales continue to be heavily used also.

CVSE has been working with RCMP due to the high volumes of logging truck traffic in the Fort St. James, Tachie and Germansen Landing area to assist in addressing the higher amount of non-compliance driver behavior of trucks and light cars.

Industry is ever evolving and relies on Ministry of Transportation and Infrastructure as the holders of the laws, regulations and developers of policy.

## **DELGATION (CONT'D)**

Mr. Hunsaker provided an outline of the following load/weight configuration for logging trucks:

### **7 Axle Configuration**

- Most common configuration;
- 9,100 kg on steering axle;
- 24,000 kg on drive axle;
- 25,000 kg on tridem trailer axles;
  - o Total weight 58,100 kg;
- Legal overall length - 23 metres;
- Legal overall width - 2.6 metres;
- Permit – overall length – 25 metres;
- Permit – overall width – 2.9 metres;
- Allowed a logging tolerance:
  - o Summer logging March 2<sup>nd</sup> to November 30<sup>th</sup>;
  - o Not allowed to add any more weight to the steering axle;
  - o 1,500 kg or gross – 1,100 kg can go on a particle axle besides the steering axle;
    - Total Weight 59,600 kg;

### **Addressing the Mountain Pine Beetle Epidemic**

#### **8 Axle Configuration (Super B/B-Train):**

- 7,300 kg on steering axle;
- 24,000 kg on tri-drive axle;
- 17,000 kg on trailer axle;
- 17,000 kg on trailer axle;
  - o Total weight 65,300 kg;
  - o Legislation states: maximum allowable weight tolerance in B.C. is 63,500 kg;
- Legal overall length – 27.5 metres;
- Legal overall width - 2.6 metres;
- Permit – overall length – 27.5 metres;
- Permit – overall width – 2.9 metres;
- Logging tolerance allowed;

Industry expressed a want to exceed the maximum allowable weight tolerance under B.C. legislation of 63,500 kg utilizing the Reducible Load Overweight Policy. The Ministry of Transportation and Infrastructure indicated it may be possible if certain criteria could be met: it has to be a benefit to the public and must reduce the impact on the asphalt by a minimum of 5% and it has to be safer and exceed current legal requirements in regard to rollover threshold, breaking, etc.

#### **9 Axle Configuration (logging truck):**

- 6,900 kg on steering axle;
- 24,000 kg on tri-drive axle;
- 24,000 kg on trailer axle;
- 17,000 kg on trailer axle;
  - o Total weight 71,900 kg;
- Legal overall length – 27.5 metres;
- Legal overall width - 2.6 metres;
- Permit – overall length – 27.5 metres;
- Permit – overall width – 2.9 metres;
- No logging tolerance allowed;
- Requires a Letter of Authorization from the Province:
  - o Required for every vehicle;
  - o Must submit to the Province:
    - Vehicle engineering information;
    - Business Case – why want to operate; and
    - Information on reducing impact to roadways;
- Letter of Authorization is only valid for one year.

**DELGATION (CONT'D)**

Mr. Hunsaker noted that the engineered studies found that the axle creating the most damage was the steering axle. The steering weight was reduced to 6 900 kg to adjust the weight damage to the road. He mentioned that the weight distribution on the 7 axle configuration is higher than the 9 axle configuration. If the truck and trailer length exceeds 27.5 metres a pilot car is required. Mr. Marshall commented that there are currently four 9 axle configured vehicles in operations. The Pilot Project has been operating for approximately 7 months.

Director Lindstrom indicated that the ruts on the highway appear to be created by the rear axles not the front steering axle of the truck.

Chair Miller spoke of the impact for small business owners due to the cost to invest in a 9 axle configuration that has been developed by large industry. Mr. Hunsaker noted industry initiated the changes and MoTI oversees and ensures that industry remains compliant of the policy. Mr. Hunsaker also mentioned that companies wishing to use the 9 axle configuration must provide a route survey and are subject to route restrictions and bare any infrastructure improvement costs that may be required. If the route includes Forest Service Roads and or municipalities authorization is required from appropriate agencies and local governments. The requirements of the Letter of Authorization also include an auditing requirement along with the tracking of the truck through GPS to ensure the trucks are staying on the authorized roadways and travelling at appropriate speeds. In the seven months the 9 axle configuration pilot project has been operating there have been two audits. CVSE and MoTI staff are on the roadways frequently and are working to ensure compliance. One of the points brought forward from the companies in the Business Case was that the companies could reduce the number of trucks on the highways with the ability to increase the amount of volume per truck.

Ms. Andrews commented that MoTI has been monitoring the rutting that has been occurring on the highways for approximately six years. She noted that CVSE's advancement to more mobile weigh units was and is to assist in addressing the issue caused from all overweight transport traffic on the highways.

Discussion took place in regard to the volume of commercial vehicle volumes and light vehicle travelling the highways. Traffic volume information is available to the public on MoTI's website. Mr. Marshall mentioned there has not been an overall increase in traffic volumes and have remained fairly static. Cpl Graham stated that historically the RCMP have noticed a reduction in truck traffic on the highways. Sgt. Steinhauser commented that the RCMP's priority is the cost to the general public and the users of the roadways. Rutting is being considered as causal factors in review of fatal collisions and accidents in the past five years. Discussion took place in regard to the possible increase of accidents due to the short log configurations. Ms. Andrews noted that if there are concerns and or specific issues to contact MoTI.

Mr. Marshall mentioned that the areas that are scheduled for repaving are due to the rutting issues and MoTI is continually monitoring the highways and when they are fiscally able to repair the areas the work is completed. Ms. Andrews spoke of MoTI pavement engineers reviewing the pressures on the road to try to best determine the configuration of asphalt being applied.

Sgt. Steinhauser commented that commercial traffic fluctuates with the economy and RCMP do cross train with the CVSE. There are 18 RCMP members from Quesnel to Prince George to Vanderhoof that oversee 2,200 km of linear numbered highway and 14 of those RCMP members are trained to do a general overview of a commercial truck. CVSE and RCMP share radio and cell phone communications and a good working partnership. Cpl. Graham commented that a majority of crashes involving commercial vehicles involve small vehicles trying to make a move around the commercial vehicle. The RCMP's main concern with commercial drivers is the hours of operation and fatigue that can occur when the regulated hours of operation are exceeded.

**DELGATION (CONT'D)**

Discussion took place in regard to the Village of Telkwa's concerns in respect to a safety issue on a section of highway within the village boundaries. The Tye Passing Lane construction is being implemented due to safety concerns but does not include the section that is a concern to the Village of Telkwa. Director Repen spoke of the need for engagement and discussion with communities when highway maintenance and repairs are being considered. Mr. Marshall explained that the Bulkley-Stikine and Fort George MoTI area is very large. There are a considerable number of pressures and concerns throughout the area and decisions are made based on priorities and funding. He noted the importance of continued communication. Ms. Brown will continue conversations with Director Repen in regard to the issue.

Proactive discussions and communication between MoTI and local government is very important and beneficial to all stakeholders. Chair Miller spoke of his recent meeting with MoTI in regard to emergency response. An outcome of the meeting was to continue good communications.

Chair Miller commented that driver education is a key component to reducing bad driver behavior and spoke to opportunities to work together to assist in promoting good driver behavior. Ms. Andrews mentioned that the *Shift into Winter* Campaign provides an opportunity to encourage safer driving behavior and is in partnership with CVSE, RCMP and local stakeholders in various communities throughout the Highway 16 corridor.

Discussion took place regarding cell phone use enforcement. Sgt. Steinhauser noted that progress is being made in regard to the use of cell phones while driving.

Illegal dumping was also discussed. Sgt. Steinhauser mentioned that in the Regional District of Fraser-Fort George the Conservation Officers Service (COS) oversees illegal dumpsites. Discussion took place in regard to the challenges with charging those responsible for illegally dumping garbage without video and/or eye witness confirmation or a confession. Ms. Andrews mentioned contacting Ministry of Environment in regard to contamination and illegal dumping sites.

Chair Miller thanked Messrs. Marshall and Hunsaker, Ms. Andrews, Ms. Brown, Sgt. Steinhauser and Cpl. Graham for attending the Meeting.

**Break for lunch at 12:20 p.m.**

**Reconvened at 12:57 p.m.**

**REPORTS**

Policy re: Release of In-Camera MoTions to RDBN Member Municipalities

Moved by Director Illes  
Seconded by Director MacDougall

C.W.2017-5-3

"That the Committee of the Whole receive the Chief Administrative Officer's April 26, 2017 memo titled "Policy re: Release of In-Camera Motions to RDBN Member Municipalities."

(All/Directors/Majority)

**CARRIED UNANIMOUSLY**

**REPORTS (CONT'D)**

Community to Community  
Forum Facilitators

Moved by Director Lindstrom  
Seconded by Director Greenaway

C.W.2017-5-4

"That the Committee of the Whole recommend that the Regional District of Bulkley-Nechako Board of Directors authorize staff to retain the services of Dan George, Four Directions Management Services Ltd. to facilitate the Community to Community Forum for June 28, 2017 to be hosted at the Nadleh Whut'en Administrative Building; and further, if Mr. George is unable to facilitate, staff is directed to choose a second facilitator."

(All/Directors/Majority) CARRIED UNANIMOUSLY

Deneve Vanderwolf, Regional Transit Coordinator provided an update in regard to Four Directions Management Services Ltd. availability, costs and conversations with Nadleh Whut'en in regard to potential facilitators.

Quarterly Financial Report  
-March 31, 2017

Moved by Director Bachrach  
Seconded by Director Illes

C.W.2017-5-5

"That the Committee of the Whole receive the Chief Financial Officer's May 1, 2017 memo titled "Quarterly Financial Report – March 31, 2017."

(All/Directors/Majority) CARRIED UNANIMOUSLY

**CORRESPONDENCE**

Correspondence

Moved by Director MacDougall  
Seconded by Director Petersen

C.W.2017-5-6

"That the Committee of the Whole receive the correspondence from the following:  
-Union of B.C. Municipalities re: Survey of Local Government Elected Officials on Responsible Conduct;  
-FCM Communiqué – Nominations to FCM's Board of Directors."

(All/Directors/Majority) CARRIED UNANIMOUSLY

**NEW BUSINESS**

Paint, Pesticides and  
Flammable Liquids Collection  
- Smithers/Telkwa Transfer  
Station

Moved by Director Repen  
Seconded by Director Bachrach

C.W.2017-5-6

"That the Committee of the Whole recommend that the Regional District of Bulkley-Nechako Board of Directors authorize all revenue received from the partnership with the Extended Producer Responsibility (EPR) Stewardship organization ReGeneration for Paint, Pesticides and Flammable Liquids Collection at the Smithers/Telkwa Transfer Station be transferred to the Smithers and Area Recycling Society (SARS)."

**NEW BUSINESS (CONT'D)**

Director Reppen spoke of ReGeneration collection at RDBN Transfer Stations and the relocation to local bottle depots. The Smithers/Telkwa Transfer Station remains a location for ReGeneration collection. Director Bachrach mentioned that the intent is for the Smithers and Area Recycling Society to partner with as many EPR Stewardship organizations as possible. He also commented that in speaking with ReGeneration in regard to having only one location for collection in the Smithers and Telkwa area, that being at the SARS facility, they indicated that they want to continue to have a second drop off location at the Smithers/Telkwa Transfer Station. ReGeneration also voiced concerns in regard to the suggestion of having the Smithers/Telkwa Transfer Station being a satellite location due to proposed transportation of the products to another facility on a monthly basis. It was suggested that the ReGeneration partnership could remain at the Smithers/Telkwa Transfer Station with the revenue to the RDBN being transferred to SARS.

Moved by Director Bachrach  
Seconded by Director Fisher

**C.W.2017-5-6**

"That the Committee of the Whole defer Motion C.W.2017-5-6 to the May 25, 2017 Regional District of Bulkley-Nechako Board Meeting; and further, that staff be directed to provide a report in regard to the partnership with the Extended Producer Responsibility (EPR) Stewardship organization ReGeneration for Paint, Pesticides and Flammable Liquids Collection at the Smithers/Telkwa Transfer Station including implications of proposed changes; and further, that the report include the revenues that the RDBN no longer receives wherein the EPR Stewardship organization ReGeneration transferred its drop off locations to area Bottle Depots."

(All/Directors/Majority)

**CARRIED UNANIMOUSLY**

Batteries are not included with the Extended Producer Responsibility (EPR) Stewardship organization ReGeneration.

**Village of Granisle Marina**

Alternate Director McGuire mentioned that the Village of Granisle received Rural Dividend funding for its Marina upgrade project and work has begun on the project.

**ADJOURNMENT**

Moved by Director Greenaway  
Seconded by Director Bachrach

**C.W.2017-5-8**

"That the meeting be adjourned at 1:15 p.m."

(All/Directors/Majority)

**CARRIED UNANIMOUSLY**



# Regional District of Bulkley-Nechako Memo – Committee of the Whole Agenda June 8, 2017

**To:** Chair Miller and the Board of Directors  
**From:** Roxanne Shepherd, Chief Financial Officer  
**Date:** May 31, 2017  
**Re:** Investment Policy Statement revision

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At the May 11, 2017 Committee of the Whole meeting, staff discussed bringing the Investment Policy Statement back to the Board with the addition of further increases to internal controls within the policy.

The proposed policy amendment would require two authorized signatures for investment purchases instead of only one. As investment purchases are quite large, usually \$1 million, requiring two signatures will guarantee that all purchases are reviewed by another staff or Board member to ensure compliance to policy.

Also added to the policy as Principle #7 is the requirement that this policy be given to all investment dealers purchasing investments on behalf of the Regional District. Providing our investment dealers with a copy of this policy will enable them to ensure that all investments offered to the Regional District are within the scope of this policy, as well as ensure overall compliance with the policy.

The proposed Policy F-5 – Investment Policy Statement is attached. The document is presented with the amendments 'tracked' in red to easily identify the changes to the former policy.

I would be pleased to answer any questions.

*R. Shepherd*

Recommendation:

(all/directors/majority)

1. That the memorandum from the Chief Financial Officer, dated May 31, 2017 regarding 'Investment Policy Statement revision' be received;
2. That the Committee of the Whole recommend that the Board of Directors adopt Policy F-5 – Investment Policy Statement' revision at the June 22, 2017 Regular Board meeting.



## **Regional District of Bulkley-Nechako** **Investment Policy Statement**

### **Purpose:**

This Policy provides guidance to ensure that the investment of public funds is handled in a prudent manner with due care.

### **Scope:**

This Policy applies to the investment of cash in all funds and reserves.

### **Policy Statement:**

The investment of public money must reflect a conservative philosophy based on the following three prioritized objectives:

1. **Safety / Preservation of Capital** - Minimizing the potential for loss of the investment principal by considering the credit risk of the issuer of the investment and diversifying the investment portfolio.
2. **Liquidity** - Ensuring that the maturity dates of the investments match the operating cash requirements so that investments do not have to be sold prior to maturity, minimizing the risk of capital loss. Liquidity is enhanced by holding a portion of the portfolio in cash and readily marketable short term investments.
3. **Maximization of Returns** - A significant amount of revenue is generated through investment earnings. The investment portfolio is designed with the objective of maximizing return subject to the criteria of preservation of capital and liquidity.

### **Principles:**

1. All investments must be made in accordance with Section 183 of the Community Charter, which applies to all local governments in BC and reads as follows:

Money held by a municipality that is not immediately required may be invested or reinvested in one or more of the following:

- a) securities of the Municipal Finance Authority;
- b) pooled investment funds under section 16 of the Municipal Finance Authority Act;
- c) securities of Canada or of a province;
- d) securities guaranteed for principal and interest by Canada or by a province;
- e) securities of a municipality, regional district or greater board;
- f) investments guaranteed by a chartered bank;

- 
- g) deposits in a savings institution, or non-equity or membership shares of a credit union;  
h) other investments specifically authorized under this or another Act.
2. Investments shall be made with judgment and care, which persons of prudence, discretion, and intelligence exercise in the management of their own affairs, not speculation, but for investment, considering the probable safety of their capital as well as the probable income to be derived. Investment officers acting in accordance with this investment policy and exercising due diligence will have the authority to undertake prudent investment transactions. All transactions to purchase investments require ~~two~~ an authorizing signatures.
3. The prime investment objective of the investment program is to ensure the safety of principal. Therefore, investments shall be selected in a manner that seeks to ensure the preservation of capital. To attain this objective, the Regional District will mitigate credit risk and interest rate risk as follows:
- a) Credit Risk: The Regional District will minimize credit risk, the risk of loss due to the failure of the security issue or backer, by:
- Limiting investments to securities of high credit worthiness. As such, all securities must achieve a rating of better than or equivalent to "R-1 Low" (short term) or "A" (long term) as determined by Dominion Bond Rating Services (DBRS), or an equivalent rating service. BC and Alberta Credit Unions are rated R-1 Low and their investments are fully guaranteed by their respective Provinces. Investments in securities of institutions which are not rated can only be invested in with consent of the Board.
  - Diversifying the investment portfolio to minimize potential losses
- b) Interest Rate Risk: The Regional District will minimize interest rate risk, the risk that market values or yields will fall, by:
- Structuring the investment portfolio so that securities mature to meet cash requirements for ongoing operations, thereby avoiding the need to sell securities prior to maturity
  - Investing operating funds primarily in shorter-term investments
4. The investment portfolio shall remain sufficiently liquid to meet all operating and reasonably anticipated cash flow requirements. Investments will be limited to ten years to the initial call dates. Investments of longer than ten years may be advantageous if the timing of cash needs has a long time horizon, however, would require the approval of the Board to purchase.
5. The Regional District will attempt to diversify its investments by security type and institution. However, at times this will not be possible given the size of the investment portfolio. With the exception of securities issued and/or guaranteed by the Government of Canada, generally not more than 50% of the Regional District's total investment portfolio will be invested with any one issuer.

6. All investments will be in Canadian dollars unless approved by the Board.

6.7. A copy of this policy will be provided to investment dealers purchasing investments on behalf of the Regional District.

7.8. A report shall be prepared annually and presented to the Board, which identifies the investments held as at the prior December 31. The investment report will include:

- a) A list of current holdings by investment type held at the end of the reporting period by cost and market value;
- b) The investment term in days and rate of returns on matured investments;
- c) A detailed listing of bonds held, including investment cost, market value, interest realized YTD and maturity value.

Dated June 22, 2017 ~~October 23, 2014~~



## Community to Community Forum

**Applications are currently being accepted for this program.**

In January 1997, UBCM and the First Nations Summit (FNS) jointly organized the first province-wide Community to Community (C2C) Forum. This event brought together First Nations and local governments from across BC to discuss common goals and opportunities for joint action. There was consensus among the participants that regional C2C Forums should be supported.

In most years since 1999, the provincial Ministry of Community, Sport & Cultural Development and Indigenous & Northern Affairs Canada have provided funding for the C2C program. In this time, more than 580 C2C Forums have been held in communities across the province.

### 2017/18 Regional C2C Program

Applications for events between July 17, 2017 and March 31, 2018 are now being accepted under the 2017/18 summer intake.

- 2017/18 (Summer) Program & Application Guide [PDF - 407 KB]
- 2017/18 (Summer) Application Form [DOC - 376 KB] - **Deadline: June 30, 2017**
- 2017/18 (Summer) Final Report Form [DOC - 376 KB] - Due within 30 days of event and no later than April 30, 2018

Recipients of 2017/18 (Spring) C2C Program funding should use the following documents for final reporting.

- 2017/18 (Spring) C2C Program & Application Guide [PDF - 407 KB]
- 2017/18 (Spring) C2C Final Report Form [DOC - 376 KB] - Due within 30 days of event and no later than April 30, 2018

### 2016/17 Regional C2C Program

Recipients of 2016/17 (Fall) C2C Program funding should use the following documents for final reporting.

- 2016/17 (Fall) C2C Program & Application Guide [PDF - 406 KB]
- 2016/17 (Fall) C2C Final Report Form [DOC - 376 KB] - Due within 30 days of event and no later than April 28, 2017

Recipients of 2016/17 (Spring) C2C Program funding should use the following documents for final reporting.

- 2016/17 (Spring) C2C Program & Application Guide [PDF - 406 KB]
- 2016/17 (Spring) Final Report Form [DOC - 376 KB] - Due within 30 days of event and no later than April 28, 2017

### Additional Information

- UBCM Reconciliation Resources
- Guide to Community to Community Forums in BC [PDF - 565 KB]

- Community to Community Forum Program Status Report 1999-2009 [PDF - 317 KB]
- 2006/07 C2C Status Report - August 2007 [PDF - 427 KB]

**Contact Information**

For more information, contact Local Government Program Services at (250) 356-2947 or [lgps@ubcm.ca](mailto:lgps@ubcm.ca) or contact the First Nations Summit at (604) 926-9903.

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**From:** Kaila Nielsen <knielsen@nclga.ca>  
**Sent:** May 29, 2017 10:26 AM  
**To:** NCLGA ADMIN  
**Cc:** Oliver Ray  
**Subject:** Final NCLGA Resolution Results

**RECEIVED**  
MAY 29 2017  
REGIONAL DISTRICT OF  
BULKLEY NECHAKO

Good Morning NCLGA Community Leaders,

The minutes, including resolutions, from your recent AGM are available [here](#).

NCLGA resolutions (the ones that passed) have been sent on to UBCM to be included in their catalogue of resolutions up for debate at the end of September.

\*NOTE: Even if an NCLGA resolution is defeated at the UBCM convention, your NCLGA resolutions are still considered valid, active and part of the NCLGA's advocacy efforts.

Thank you,

**Kaila Nielsen**  
Communications Coordinator

"The Elected Voice of Central & Northern BC"  
North Central Local Government Association  
206 - 155 George Street  
Prince George, BC V2L 1P8  
Office: (250) 564-6585

Twitter: @NCLGA  
Website: <http://www.nclga.ca>



Minutes of the 2017 Business Sessions  
North Central Local Government Association (NCLGA) Convention  
Terrace Sportsplex, May 3-5, 2017

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Business Session Number One

1. Call to Order

The 2017 Annual General Meeting of North Central Local Government Association (NCLGA) was called to order at 9:54 a.m. on May 4, 2017.

2. President's Report

President Laurey-Anne Roodenburg welcomed the delegates, sponsors and speakers to the 62nd Annual North Central Local Government Association. President Roodenburg thanks the NCLGA board.

3. Adoption of Minutes

Moved/Seconded that the minutes of the Annual General Meeting held May 4 – 6, 2016, BE ADOPTED.

**CARRIED**

4. Financial Statements

Moved/Seconded that the Financial Statements of March 31, 2017 BE ADOPTED, as presented.

**CARRIED**

Appointment of Accountant

Moved/Seconded that KPMG LLP Chartered Accountants BE APPOINTED, as the North Central Local Government Association's Accountants for 2017-2018.

**CARRIED**

Present Budget

Moved/Seconded that the proposed 2017-2018 budget BE APPROVED.

**CARRIED**

5. Nominations Committee Report

Nominations Committee Chair Brian Frenkel presented the Nominations Report, explained the process whereby the new executive would be elected and, provided explanation of the voting process, the location of the voting booth and what time voting would commence if there were nominations from the floor.

6. Nominations for NCLGA Executive from the Floor

Nominations for President

Shaely Wilbur– City of Dawson Creek was nominated for the position of President. Nominations Committee Chair Brian Frenkel called three times for nominations from the floor; no further nominations were received.

Shaely Wilbur, City of Dawson Creek, was declared President by acclamation.

Nominations for First Vice-President

Gord Klassen, – City of Fort St. John was nominated for the position of First Vice-President. Nominations Committee Chair Brian Frenkel called three times for nominations from the floor; no further nominations were received.

Gord Klassen, City of Fort St. John was declared First Vice-President by acclamation.

Nominations for Second Vice – President

Laurie Walters, City of Williams Lake, has been nominated for the position of Second Vice-President. Nominations Committee Chair Brian Frenkel called three times for nominations from the floor; no further nominations were received.

Laurie Walters, City of Williams Lake was declared Second Vice-President by acclamation.

MFA/MIA Updates

Brian Frenkel welcomed Al Richmond to give an update for MFA/MIA.

Gord Klassen was invited on stage to give MIA report.

First Business Session Adjourned at 10:21 a.m. May 4, 2017

Second Business Session Commenced at 10:38 a.m. May 4, 2017

Independent Investigations Office: Fair, Unbiased Accountability Presentation

Bert Phipps; Marten Youssef; Jessica Hope; Aidan Buckley gave a presentation on the Independent Investigation Office.

Questions were opened to the floor.

7. Resolutions Debate

The Resolutions Debate was opened by Resolutions Committee Chair Brian Frenkel. Brian Frenkel extended thanks to all the communities for drafting and submitting resolutions and also provided a brief overview of the debate process prior to commencing the discussion for resolutions

2017 MEMBER RESOLUTIONS

COMMUNITY AND RESOURCES

Lara Beckett took over resolutions debate.

B1.: EQUAL ACCESS TO PUBLIC EDUCATION:

DISTRICT OF HUDSON'S HOPE

**WHEREAS** the provincial government was involved in an initiative to seek input on rural education in fall/winter 2016-2017;

**AND WHEREAS** school district funding is inadequate for some districts to provide busing to all rural and remote students:

**THEREFORE BE IT RESOLVED** that UBCM executive have discussions with Ministry of Education to make clear definitions of rural and remote. Identifying the significant difference between lower mainland rural and remoteness with northern rural and remoteness.

**AND BE IT FURTHER RESOLVED** that the NCLGA and UBCM lobby the BC Government and the Ministry of Education to provide all required funding to bus eligible students to and from school. Because all rural and remote students must have equal access to public education.

**NCLGA Executive Recommendation:** Endorse

**UBCM comments:** The UBCM membership has not previously considered a resolution calling on the provincial government to define more clearly the concepts of rural and remote in the context of K-12 education, taking into account differences between northern and southern regions of BC. Nor

have members considered a resolution asking the Province to provide “all required funding to bus eligible students to and from school.”

Resolution 2016-B132, however, asked the provincial government to “reconsider the issue of school bus transportation funding and impacts to school divisions and rural and remote areas.” Due to time constraints, resolution 2016-B132 was not debated at the UBCM Annual Convention and was referred automatically to the UBCM Executive for consideration.

Upon consideration, the UBCM Executive determined that no action was required, since in August 2016, the provincial government had announced a \$14.7 million Student Transportation Fund that could be accessed by school districts around the province, to assist with the cost of transporting students to and from school. In October 2016, the Province confirmed that every school district in BC had applied and been approved to receive financial support from the Student Transportation Fund.

**NCLGA Membership:**

**CARRIED**

**B2: FAMILY DAY**

**CITY OF QUESNEL**

**WHEREAS** the Family Day holiday is observed in British Columbia on the second Monday in February, while the Family Day holiday is observed on the third Monday in February in Alberta, Ontario and Saskatchewan, along with Louis Riel Day in Manitoba, Heritage Day in Nova Scotia and Islander Day in Prince Edward Island;

**AND WHEREAS** aligning the BC Family Day holiday with other provinces would allow families to more conveniently share the holiday with family from other provinces:

**AND WHEREAS** from a commerce and business perspective, aligning the BC Family Day holiday with other provinces and with President’s Day in the USA would allow our province to remain “open for business” on a day when national and international commerce, business, and markets are open:

**AND WHEREAS** weather on the later February week end is generally expected to be more favorable for highway travel as compared to a week earlier:

**THEREFORE BE IT RESOLVED** that the government of the Province of British Columbia be encouraged to engage in a public consultation process with a view to answering widespread calls to align the date of the BC Family Day holiday with the other provinces in Canada by moving the date of the BC Family Day holiday from the second Monday to the third Monday in February.

**NCLGA Executive Recommendation:** No Recommendation

**UBCM comments:** Due to time constraints, the UBCM membership was not able to consider resolution 2016-B139 at the 2016 Convention, and the resolution was referred automatically to the UBCM Executive. Upon consideration, the UBCM Executive referred the resolution back to the sponsor, to address questions arising about consultation, and effects on business operations.

As of 2016, UBCM members had not previously considered a resolution requesting the provincial government to move the annual Family Day holiday to the third Monday in February.

**NCLGA Membership:**

**CARRIED**

**B3: FACILITATING VALUE-ADDED RESOURCE DEVELOPMENT: DISTRICT OF KITIMAT**

**WHEREAS** adding value to natural resources is of great economic benefit to the North, the Province, and the Nation, because it attracts investment, delivers tax revenue, creates employment, and captures previously foregone economic value;

**AND WHEREAS** adding value to natural resources often reduces environmental risks associated with transporting products, minimizes waste by utilizing a great percentage of products, and ensures processing occurs under world class Canadian standards:

**THEREFORE BE IT RESOLVED** that the NCLGA and UBCM lobby the Provincial Government to adopt policies and implement regulations that will facilitate and stimulate value-added resource development.

**NCLGA Executive Recommendation:** Endorse

**UBCM comments:** The UBCM membership endorsed resolutions 2016-B42 and 2015-LR2, which raised similar questions about distribution of existing timber supply, provision of the "Right Log To The Right Mill," and called on the provincial government to "re-examine the appurtenance requirement in the Forest Act to help create local or regional economic benefits from the timber that is being logged in an area."

In response to the resolutions, the provincial government has indicated that it is "exploring options to ensure smaller mills have access to needed timber types that meet their needs of quality;" however, the Province stated that it had no plans to restore appurtenance requirements.

By way of background, the UBCM membership endorsed a Forest Policy Paper in 2002.

The Forest Policy Paper in part expressed UBCM members' concerns about the removal of the appurtenance clause from the provincial government's forest policy, fearing that it would result in "a further loss of control over where the wood is processed and in some cases, massive job loss." The paper further asserted that "if the break is made between harvesting and processing there

has to be something provided to affected communities in exchange," with affected communities consulted about the form and amount of compensation.

The paper proposed examples of ways to compensate affected communities, such as:

- requiring the license holder to forfeit a substantial percentage of the AAC to be turned into a community-based tenure;
- reimbursing the community for loss of economic benefits if the timber is taken out of the area and hauled to another community for processing. For example, a portion of the stumpage could be returned to the community affected, as one form of compensation; or
- requiring that timber go to the most appropriate BC mill and further that the timber must be processed in BC.

**NCLGA Membership:**

**CARRIED**

**B4: WHISTLE CESSATION**

**DISTRICT OF VANDERHOOF**

**WHEREAS** rail traffic continues to increase throughout the province of British Columbia;

**AND WHEREAS** locomotive whistles severely infringe upon citizens' quiet, peace, rest, enjoyment, comfort and convenience:

**THEREFORE BE IT RESOLVED** that Transport Canada require rail corporations provide a safe environment in which whistle sounding will be discontinued.

**NCLGA Executive Recommendation:** No Recommendation

**UBCM comments:** The UBCM membership considered but did not endorse resolution 2014-B125, a similar resolution from the same sponsor.

In its comments on the 2014 resolution, the UBCM Resolutions Committee noted that the membership considered but did not endorse resolution 2009-B157, which called on rail corporations to provide controlled railway crossings within municipal boundaries, rather than sounding locomotive whistles.

The Committee also observed that under the Rail Safety Act, strict rules dictate when and where whistles are sounded. These rules apply at all crossings and are required for safety reasons.

Further information:

[www.proximityissues.ca/asset/image/reference/brochures/en\\_community\\_brochure.pdf](http://www.proximityissues.ca/asset/image/reference/brochures/en_community_brochure.pdf)

Additional information on the Transport Canada website:

[www.tc.gc.ca/eng/railsafety/publications-874.htm](http://www.tc.gc.ca/eng/railsafety/publications-874.htm)

**NCLGA Membership:**

**CARRIED**

**B5: WIND TURBINE SITTING ON CROWN LAND**

**PEACE RIVER REGIONAL DISTRICT**

**WHEREAS** the placement of wind turbines on crown land that is adjacent to private property has effects on the private property and its owners;

**AND WHEREAS** the private property owners and other stakeholders such as local government expect proper consultation regarding placement and permitting of any large projects affecting them and their right to private enjoyment of their properties:

**THEREFORE BE IT RESOLVED** that the NCLGA and UBCM lobby the Provincial Government to require that local government land use regulations apply to all small scale energy generation projects, including wind energy projects, regardless of their location on public or private property to ensure proper consultation with affected landowners and local governments takes place in advance of construction of wind energy projects in the Province.

**NCLGA Executive Recommendation:** No Recommendation

**UBCM comments:** The UBCM membership has consistently endorsed resolutions calling on the provincial government to ensure that local government land use regulations, as well as consultation with landowners and local governments, are considered when assessing proposals for new power projects in BC (2009-B40, 2009-B137, 2008-B39).

Specifically, resolution 2009-B137 in part called on the Province to develop "clear and measurable evaluation criteria to evaluate independent power production projects, and include as part of this criteria community social, land use and environmental values."

In response to resolution 2009-B137, the provincial government confirmed that "existing federal and provincial processes assess the potential impact of proposals, including impacts on the environment, protected areas, existing land uses, recreational uses, other resource uses and First Nations' asserted rights and title.

**NCLGA Membership:**

**CARRIED**

**B6: DESIGNATION AND MAINTENANCE FOR RECREATION ROADS****REGIONAL DISTRICT OF FRASER-FORT GEORGE**

**WHEREAS** the Province of British Columbia promotes tourism and encourages the use of the variety of outdoor touring experiences available on British Columbia's Crown land base to stimulate rural job growth and the rural economy but many of these Crown land recreation areas are becoming more difficult to access or rendered inaccessible due to the closure or reduced maintenance of resource roads;

**AND WHEREAS** resource roads are also important for non-resource related agricultural, commercial and educational activities on public Crown lands as well as being important for emergency management access and evacuation purposes:

**THEREFORE BE IT RESOLVED** that the NCLGA and UBCM lobby the Provincial Government to work with communities and stakeholders to identify key resource roads that are no longer required for industrial use and designate these roads as recreational roads that require provincial oversight and funding for ongoing maintenance in support of the back country recreation tourism industry and other critical agricultural, commercial, educational, and emergency uses.

**NCLGA Executive Recommendation: Endorse**

**UBCM comments:** The UBCM membership has not previously considered a resolution calling on the Province, with communities and other stakeholders, to support economic diversification by identifying "key resource roads ... no longer required for industrial use and designate these roads as recreational," thereby requiring provincial oversight and funding for ongoing maintenance.

UBCM would acknowledge that in 2008, the provincial government drew together a joint committee of cabinet ministers and UBCM representatives, chaired by the provincial government, to examine and make recommendations to improve the way that resource roads work for communities. Based on its findings, the joint committee released a staff report, "Resource Roads and Communities," in 2010.

Summarized at a high level, the recommendations from "Resource Roads and Communities" in part propose that the provincial government should explore the following:

1. Adopt policy tenets that recognize the evolved role that resource roads play in our economy and society.
2. Within the larger resource road network, consider establishing a "High Public Use" class of resource road, and for such roads, develop a new funding model.
3. Without reducing environmental standards, minimize road deactivations, so that non-industrial users may realize the social and economic benefits of resource roads.

4. When necessary, to resolve serious conflict, apply the Corporate Results-Based Model for Access Management. The provincial government must balance these planning processes for all participants, with outcomes grounded fully in sound science.
5. For resource road management matters, establish a "one-window" platform for information exchange and dialogue between public, commercial, and resource industry stakeholders.
6. Encourage establishment of Industrial Road User Committees in all parts of the province. These committees would focus on developing locally appropriate, collaborative solutions to resource road issues, between and amongst industrial users and community users of resource roads.

**NCLGA Membership:**

**CARRIED**

## ENVIRONMENT

### B7: AGRICULTURAL DAMS

### CARIBOO REGIONAL DISTRICT

**WHEREAS** agricultural dams are significant resources for water storage for food producers in certain regions of British Columbia, and climate change with temperature increases and hydrological shifts will make these water sources even more important in future;

**AND WHEREAS** the Dam Safety Regulation specifies requirements for owners to hire engineers to inspect and develop plans to maintain these dams based on the level of risk:

**AND WHEREAS** these requirements are complex, onerous, and prohibitively expensive to dam owners, and the level of risk depends in part on development downstream which is beyond the control of the dam owner:

**AND WHEREAS** agricultural dams provide shared values to society, including recreational values, ecological values as they provide habitat for fish and wildlife, and water sources for forest firefighting:

**THEREFORE BE IT RESOLVED** that the NCLGA and UBCM lobby the Province to work with agricultural dam owners to assist them in meeting the requirements of the Dam Safety Regulation in order that these water storage resources are safely preserved for food production and other values into the future.

**AND BE IT FURTHER RESOLVED** that the NCLGA and UBCM lobby the Province to fairly apportion the cost of inspecting and maintaining agricultural dams in a manner which takes into account other shared values, and the level of development downstream from the dams.

**NCLGA Executive Recommendation: No Recommendation**

**UBCM comments:** The UBCM membership has not previously considered a resolution asking the provincial government to assist owners of agricultural dams to meet the requirements of the Dam Safety Regulation; nor have members asked the Province to apportion the cost of inspecting and maintaining agricultural dams "in a manner which takes into account other shared values, and the level of development downstream from the dams."

**NCLGA Membership:**

**CARRIED**

**B8: SPILL DETECTION TECHNOLOGY**

**DISTRICT OF KITIMAT**

**WHEREAS** currently accepted technologies, including SCADA (Supervisory Control and Data Acquisition) and MBS (Material/Mass Balance System), can fail to detect leaks between 1.5 to 3% of pipeline flow volume which could result in upwards of 100,000 litres per hour of crude oil leaking without detection on a pipeline transporting 500,000 barrels per day;

**AND WHEREAS** other internal industrial leak detection tools such as Smart Pig Technology have been proven to fail to locate pipeline flaws resulting in environmental damage:

**AND WHEREAS** external hydrocarbon sensing cable is a proven technology that can detect leaks of less than 1 litre, making it possible to locate, contain and repair leaks before they become major environmental disasters:

**THEREFORE IT BE RESOLVED** that the NCLGA and UBCM lobby the Provincial and Federal governments to implement regulations that ensure pipeline safety standards are to the highest available standards and include mandatory external hydrocarbon sensing technologies.

**NCLGA Executive Recommendation:** No Recommendation

**UBCM comments:** The UBCM membership has not previously considered a resolution calling on the provincial and federal governments to enact pipeline safety standards that require the use of external hydrocarbon sensing technologies.

**NCLGA Membership:**

**CARRIED**

Pat Crook took over resolutions debate.

**B9: BROWNFIELDS**

**DISTRICT OF VANDERHOOF**

**WHEREAS** vacant sites or orphan properties known as "brownfields" are prevalent on properties located within communities along the HWY 16 transportation corridor, are eyesores to the community and have caused real or suspected environmental contamination and negatively impact economic development of that specific site and in the general area of that specific site;

**AND WHEREAS** the owners of these “brownfield” sites have already reaped the benefits there should be a financial cost those who don’t clean up their mess:

**THEREFORE BE IT RESOLVED** that the Assessment Act Prescribed Classes of Property Regulation be amended to add a separate property class; “Class 10 - Brownfield”, which applies to any vacant or deserted properties that are classified as a brownfield.

**NCLGA Executive Recommendation:** Endorse

**UBCM comments:** The UBCM membership endorsed resolution 2016-B104, which called on the provincial government to create a separate assessment class for brownfield sites.

In response to the resolution, the provincial government indicated that it is not currently considering a separate property class for brownfield sites. The Province pointed out that “the cost of remediation, if required, is often prohibitive and can even exceed the market value of the property,” and expressed reservations about unintended consequences and challenges resulting from taxing brownfields at a higher rate.

**NCLGA Membership:**

**CARRIED**

**B10: ILLEGAL DUMPING**

**PEACE RIVER REGIONAL DISTRICT**

**WHEREAS** illegal dumping of waste on private and crown land continues to be an issue across the Province resulting in unsightly, unsanitary and potentially dangerous refuse deposits in natural rural areas that should be protected and preserved for public enjoyment in ‘supernatural British Columbia’;

**AND WHEREAS** the problem of illegal dumping is an area of shared jurisdiction between multiple Provincial Ministries including Environment and Forest, Lands, and Natural Resource Operations, which results in decreased accountability and gaps in service:

**THEREFORE BE IT RESOLVED** that the NCLGA and UBCM lobby the Provincial Government to designate a single Ministry as responsible for regulation of illegal dumping in the Province, including enforcement of said regulations and cleanup and removal of dumped waste.

**AND BE IT FURTHER RESOLVED** that the NCLGA and UBCM respectfully request that the Province provide adequate funding to the designated Ministry to ensure minimum staffing levels can be maintained in all areas of the Province to address the issue of illegal dumping.

**NCLGA Executive Recommendation:** Endorse

**UBCM comments:** The UBCM membership has not considered a resolution requesting that the provincial government designate a single ministry to be responsible for regulation and

enforcement of illegal dumping in BC. However, members did endorse resolution 2011-B89, which called on the provincial government to allocate additional human and financial resources to enforce, monitor and clean up illegal dump sites on Crown land; and resolution 2012-B29, which asked the Province to invest more resources to prosecute illegal dumping on Crown land.

In response to resolution 2011-B89, the provincial government expressed willingness to work directly with local governments to address local challenges with illegal dumping on a case by case basis.

**NCLGA Membership:**

**CARRIED**

**B11: WOODLAND CARIBOU IMPLEMENTATION PLAN CONSULTATION**

**NORTHERN ROCKIES REGIONAL MUNICIPALITY**

**WHEREAS** the Province, in compliance with the Federal Species at Risk Act, is currently in the process of developing Implementation Plans for the conservation and regeneration of Woodland Caribou in BC;

**AND WHEREAS** such plans, by restricting the harvesting of timber in specified areas can have a significant negative impact on forest industry investment operations, and local economies:

**THEREFORE BE IT RESOLVED** that the NCLGA and UBCM lobby the Provincial Government to immediately commit to meaningful consultation with local governments potentially affected by Woodland Caribou Implementation Plans, such consultation to involve thorough investigation and consideration of socio-economic impacts.

**NCLGA Executive Recommendation: No Recommendation**

**UBCM comments:** The UBCM membership endorsed resolution 2011-B93, which called for "meaningful and respectful" federal consultation with local government and the agricultural community, regarding recovery planning under the Species at Risk Act. The 2011 resolution sought to find a balance between conservation needs and agricultural production.

In response to the resolution, the federal government acknowledged the concerns of local governments and the agricultural community. The federal government pointed out that as part of the process of implementing conservation strategies, it had undertaken a range of consultation with provincial and local government, and agricultural stakeholders.

UBCM would also note that members have consistently endorsed resolutions calling for strong provincial and federal legislation to support conservation of species at risk and promote biodiversity (2011-B41, 2010-B35, 2008-B87, 2004-B80).

**NCLGA Membership:**

**CARRIED**

## FINANCE

### B12: REGIONAL HOSPITAL DISTRICTS' CAPITAL INFRASTRUCTURE FUNDING FORMULA CITY OF TERRACE

**WHEREAS** a primary purpose of a regional hospital district under the Hospital District Act is to establish, acquire, construct, reconstruct, enlarge, operate and maintain hospitals and hospital facilities;

**AND WHEREAS** the current practice is that long-term capital infrastructure projects are financed based on a cost-sharing formula of 60% the Province and 40% the Regional Hospital Districts, which is often not achievable for rural hospital districts:

**THEREFORE BE IT RESOLVED** that the NCLGA lobby the Provincial Government to formally establish a reduced expected rate for rural Regional Hospital Districts below the current standard of 40% as their contribution to capital infrastructure projects.

**NCLGA Executive Recommendation:** No Recommendation

**UBCM comments:** The UBCM membership endorsed resolution 2016-B114, which asked the provincial government to prioritize the review of the historic cost sharing ratio between regional hospital districts and the Province, for health care capital costs.

In response to resolution 2016-B114, the Province expressed willingness to proceed, when the legislative agenda permits, with a review of and amendments to the Hospital District Act, to clarify issues including funding.

**NCLGA Membership:**

**CARRIED**

### B13: BC HYDRO FAIR COMPENSATION

### CARIBOO REGIONAL DISTRICT

**WHEREAS** private utilities are required to pay property taxes on properties including rights-of-way for distribution and transmission lines;

**AND WHEREAS** BC Hydro is authorized by provincial law to pay grants-in-lieu to local governments rather than paying property taxes:

**AND WHEREAS** this inequity has been an ongoing issue of importance to local governments, especially regional

districts where the majority of distribution and transmission lines are located, but for which no property taxes may be collected:

**THEREFORE BE IT RESOLVED** that the NCLGA and UBCM lobby the Minister of Finance to review the issue of grants-in-lieu paid by BC Hydro with respect to its transmission and distribution assets as promised during the preparation of Budget 2012.

**NCLGA Executive Recommendation:** No Recommendation

**UBCM comments:** The UBCM membership has consistently endorsed resolutions relating to Crown Corporation assets and the payment of grants in lieu of property taxes, or full property taxes based on assessed property values (2012-B68; 2011-B23; 2009-B44; 2005-B96; 2001-B21; 2001-B24; 1995-A6). Further, UBCM General Policy 1.8 states that "property taxation distribution ...should be based on actual value assessments and grants in lieu of taxes paid by other governments and their agencies should be paid on the same basis as the ordinary taxpayer."

**NCLGA Membership:**

**CARRIED**

## HEALTH

### B14: COMPARABLE STANDBY WAGES FOR BC AMBULANCE SERVICE

#### DISTRICT OF HUDSON'S HOPE

**WHEREAS** many remote and rural municipalities experience a shortage of qualified ambulance staff and this puts these municipalities in danger of not having the service when they need it the most; and

**AND WHEREAS** many rural ambulance stations only provide on-call coverage with no guaranteed shifts for staff and the on-call rate of \$2/hr is not a sufficient rate for paramedics to make the income needed to be self-sufficient:

**THEREFORE BE IT RESOLVED** that the UBCM petition the BC government to work with the provincial bargaining body and with BC ambulance in the next round of provincial collective agreement bargaining to ensure that BC ambulance staff have on-call rates of pay comparable with other health science professionals, i.e.: lab technologists, radiation technologists, nurses etc.

**NCLGA Executive Recommendation:** No Recommendation

**UBCM comments:** Due to time constraints, resolution 2009-B68 was not debated at the UBCM Annual Convention and was referred automatically to the UBCM Executive for consideration. Resolution 2009-B68 asked the provincial government and BC Ambulance Service to increase the stand-by and on-call pay rates and honorarium for volunteer or part-time ambulance staff

paramedics in rural and remote communities. Upon consideration, the UBCM Executive determined that no action was required.

In its comments on resolution 2009-B68, the UBCM Resolutions Committee acknowledged that recruitment and retention of volunteer ambulance attendants was long standing issue, made more complex by differences in pay rates depending on where ambulance attendants are based in BC. The Committee referenced labour negotiations under way at the time between the Province and ambulance attendants, and because of the negotiations, declined to comment further on the rate of pay of volunteer ambulance attendants.

**NCLGA Membership:**

**CARRIED**

**B15: SUPPORT OF THE RECOMMENDATIONS FROM THE BC FOREST SAFETY OMBUDSMAN'S REPORT ON HELICOPTER EMERGENCY MEDICAL SERVICES IN BC**  
**CITY OF TERRACE**

**WHEREAS** the resource sector is the corner stone of the economies for most rural communities and modern health care is crucial to attracting new investment, a workforce, and securing quality of life for rural residents;

**AND WHEREAS** the BC Forest Safety Ombudsman's report on Helicopter Emergency Medical Services has identified that rural communities are negatively affected by an inadequate emergency transportation system:

**THEREFORE BE IT RESOLVED** that the NCLGA lobby the Provincial Government to adopt the BC Forest Safety Ombudsman recommendations on "Helicopter Emergency Medical Services" including mandating a legislated one-hour timeline for every resident of the Province to have access to Trauma 3 Level of care.

**NCLGA Executive Recommendation:** Endorse

**UBCM comments:** The UBCM membership has not previously considered a resolution calling on the provincial government to adopt recommendations from the BC Forest Safety Ombudsman regarding helicopter emergency medical services, including a legislated one-hour timeline for every BC resident to be able to access a Trauma 3 level of care.

However, UBCM members endorsed resolutions 2013-B44, 2007-B157 and 1998-B98, all calling for improvements to air medical access and air ambulance services for all British Columbians.

In response to resolution 2013-B44, BC Ambulance Service (BCAS) stated that 24-hour air ambulance services are available from bases in Prince George, Prince Rupert, Kamloops, Kelowna, and Vancouver; and that it would use private air carriers, Alberta Health Services,

Government of the Yukon, Royal Canadian Air Force, and Canadian Coast Guard aircraft as necessary. BCAS emphasized that the air ambulance model “best able to provide timely, specialized care for patients in northern BC and ... isolated communities is via fixed-wing aircraft,” and referenced the Early Fixed-Wing Activation Program it adopted in 2012.

**NCLGA Membership:**

**CARRIED**

**B16: ATTRACTION AND RETENTION OF MEDICAL DOCTORS      VILLAGE OF BURNS LAKE**

**WHEREAS** the attraction and retention of sufficient medical doctors is an ongoing issue for rural BC communities;

**AND WHEREAS** nurse practitioners provide an excellent means of supporting doctors in meeting the needs of those seeking medical care and allowing physicians to focus on more complex and challenging patient health complaints:

**THEREFORE BE IT RESOLVED** that UBCM request that the province of BC provide additional funding for nurse practitioners in rural communities and support their implementation throughout the province.

**NCLGA Executive Recommendation:** Endorse

**UBCM comments:** The UBCM membership endorsed resolution 2015-B70, which asked the provincial government to fund overhead and operating costs for nurse practitioners throughout the province, in order to support the efficacy of this form of primary health care delivery.

In response to the resolution, the Province expressed intent to review incentive programs for non-physician health professionals, such as nurse practitioners, in order to better support rural recruitment and retention.

**NCLGA Membership:**

**CARRIED**

Joan Soarley took over resolutions debate.

**LEGISLATIVE**

**B17: TERM LENGTH**

**DISTRICT OF HUDSON'S HOPE**

**WHEREAS** some local government jurisdictions find it difficult to attract candidates to run for public office and to retain them for a four-year term;

**THEREFORE BE IT RESOLVED** that UBCM work with the Province to investigate allowing each local government to choose the length of term of office to be two, three or four years.

**NCLGA Executive Recommendation:** Not Endorse

**UBCM comments:** The UBCM membership has not previously considered a resolution asking the provincial government to investigate “allowing each local government to choose the length of term of office to be two, three or four years.”

UBCM members endorsed resolution 2013-B94, which called on the provincial government to “increase the interval between civic elections from three years to four years.”

**NCLGA Membership:**

**DEFEATED**

**B18: UBCM CONFERENCE RESOLUTION SECTION**

**DISTRICT OF HUDSON'S HOPE**

**WHEREAS** the resolution section of the annual UBCM conference is undoubtedly the most important business at hand for elected representatives attending; and

**AND WHEREAS** often times run outs at the end of convention before all resolutions have been brought to the floor, resulting in the remaining resolutions not being heard or debated by members on the convention floor:

**THEREFORE BE IT RESOLVED** that the UBCM executive allow for more time during convention for the resolutions.

**AND BE IT FURTHER RESOLVED** that this additional time is created within the existing schedule without additional convention time.

**NCLGA Executive Recommendation:** Endorse

**UBCM comments:** The UBCM membership endorsed resolution 2012-B142, which asked the UBCM Executive and staff to undertake policy amendments to ensure sufficient time to hear and decide upon all resolutions submitted for consideration at the annual UBCM Convention.

**NCLGA Membership:**

**CARRIED**

**B19: ELIMINATION OF BOARD OF VARIANCE**

**CARIBOO REGIONAL DISTRICT**

**WHEREAS** Part 14, Division 15 of the Local Government Act requires local governments to appoint citizens to a Board of Variance, and provides for its mandate and operation;

**AND WHEREAS** Section 536(2) of the Local Government Act prohibits elected officials or Advisory Planning Commissioners from serving on the Board of Variance:

**AND WHEREAS** the Board of Variance is empowered to make land use decisions which could potentially overturn a decision of the duly elected municipal council or regional district board:

**THEREFORE BE IT RESOLVED** that the NCLGA and UBCM lobby the Province to repeal "Division 15 - Board of Variance" of the Local Government Act in its entirety.

**NCLGA Executive Recommendation:** No Recommendation

**UBCM comments:** The UBCM membership considered but did not endorse resolution 2012-B140, which asked the provincial government to amend the Local Government Act to allow local governments to opt out of the requirement to establish a board of variance.

At the time in 2012, the UBCM Resolutions Committee expressed discomfort with the idea of local governments opting out of the requirement to establish a board of variance. The Committee emphasized the absence of previous policy direction from the UBCM membership, and the independent role played by boards of variance.

In its comments on resolution 2012-B140, the UBCM Resolutions Committee noted that over the years, the membership had endorsed a number of resolutions on issues related to boards of variance, including appeal of decisions and limits to their authority (2000-B38; 1996-B59; 1996-A14). Members had also endorsed resolution 2006-B34, requesting legislative amendments to circumscribe the scope of powers of boards of variance, and to provide an adequate course of appeal for both citizens and local government councils.

The request made in the 2017 resolution goes beyond issues of scope of powers, instead proposing to eliminate boards of variance entirely.

By way of background, upon adoption of a zoning bylaw, a council or board must then establish by bylaw a board of variance (BOV). The BOV role is limited to the functions and responsibilities set out in s. 900-901 of the Local Government Act. A person may apply to the board of variance for a minor variance if they feel compliance with the bylaw would cause them a hardship. The council or board appoints members to the board of variance as per the Local Government Act. The local government is bound by the decisions of the board variance, subject to court review. Council or the board cannot direct the board in its decision making process.

**NCLGA Membership:**

**CARRIED**

**B20: UBCM RESOLUTIONS**

**CITY OF QUESNEL**

**WHEREAS** local governments invest considerable time and effort in researching, preparing and submitting proper (early) resolutions, through their respective councils, boards and area associations to the Union of British Columbia Municipalities;

**AND WHEREAS** the necessity for late resolutions is recognized, they often result in time constraints that in turn pre-empt early resolutions from debate and becoming no longer the property of the membership as they are referred to Union of British Columbia Municipalities executive for decision:

**THEREFORE BE IT RESOLVED** that the North Central Local Government Association requests the Union of British Columbia Municipalities enable all early resolutions to remain the property of the membership at convention until they are duly debated and disposed of.

**NCLGA Executive Recommendation:** No Recommendation

**UBCM comments:** The UBCM membership has not previously considered a resolution asking that all resolutions received before the deadline remain "the property of the membership" until duly debated and disposed of by the membership.

For any resolution not printed in the Resolutions Book, the UBCM membership is the body that decides whether or not to admit the resolution for debate at Convention. This includes late resolutions as well as resolutions from off the floor. The requirement to admit such a resolution for debate is support from a sixty per cent majority of the voting delegates present. The UBCM membership holds the authority to determine whether debate can be completed at Convention on all resolutions received before the June 30 submission deadline.

The sponsor's proposal raises a number of practical challenges for Convention organizers. Instances will arise when the time frame allotted in the Convention agenda to debate resolutions, expires. Should then the entire Convention agenda be changed on an ad-hoc basis to finish debate of all resolutions? Should the Convention policy session be allowed to run late on the final day of Convention? There are end times for room rental at the convention centre, as well as travel plans made by Convention attendees who begin to make their way home.

**UBCM notes** that members endorsed resolution 2012-B142, which asked the UBCM Executive and staff to undertake policy amendments to "ensure that sufficient time is provided to hear and decide upon all resolutions submitted for consideration at the annual UBCM Convention."

**NCLGA Membership:**

**CARRIED**

## **SOCIAL ISSUES**

### **B21: SKILLED PROFESSIONALS**

### **DISTRICT OF VANDERHOOF**

**WHEREAS** there is a growing need to attract and retain qualified, skilled professionals to meet the increased demands of the resource industry in northern British Columbia;

**AND WHEREAS** a financial incentive will encourage those educated in the north to stay in the north:

**THEREFORE BE IT RESOLVED** that UBCM lobby the senior levels of government to provide (a) a tax credit of \$3,000.00 for a period of five years and (2) forgive student loans, for graduating skilled professionals who choose to be educated in and live in rural British Columbia.

**NCLGA Executive Recommendation:** No Recommendation

**UBCM comments:** The UBCM membership endorsed resolution 2012-B151, which asked the federal government to provide a five-year tax credit for graduating skilled professionals who choose to be educated in and live in rural BC.

**NCLGA Membership:** REFER BACK TO DISTRICT OF VANDERHOOF FOR RE-WORDING

## TRANSPORTATION AND COMMUNICATION

### B22: PUBLIC TRANSPORTATION

### DISTRICT OF VANDERHOOF

**WHEREAS** many rural communities in Northern British Columbia do not have public transit;

**AND WHEREAS** the absence of public transportation in these rural communities places them at a distinct disadvantage as their citizens have no opportunity to use public transportation within or between communities:

**THEREFORE BE IT RESOLVED** that UBCM request that the Province of BC implement a public transportation strategy and establish solutions leading to the sustainability of public transit in all rural communities.

### **BACKGROUND:**

Despite the recent initiative on public transportation for HWY 16 large gaps remain in the local area services. The current program, while appreciated, falls far short of meeting the need for public transportation. Additional funding is required to make the proposed HWY 16 transit system viable for all communities.

**NCLGA Executive Recommendation:** No Recommendation

**UBCM comments:** The UBCM membership has consistently endorsed resolutions calling on the provincial government to provide sustainable public transportation solutions across BC, including in rural and remote communities (2015-B9, 2013-B15, 2012-B115, 2007-B13, 2005-B7). Most recently, resolution 2015-B9 from the same sponsor asked the Province for "adequate funding to support local and intercommunity transportation in rural communities."

In response to the 2015 resolution, the provincial government expressed willingness to work with communities to find public transit options. The Province also referenced the Action Plan for the Highway 16 Corridor; as well as work by the Omineca Beetle Action Coalition on intra-regional transportation service.

**NCLGA Membership:**

**CARRIED**

**B23: HIGHWAY 16 UPDATES & IMPROVEMENTS**

**DISTRICT OF VANDERHOOF**

**WHEREAS** the Trans-Canada Highway 16 is the only east-west highway connecting communities in Northern BC and is a critical link for the economic development of the region and province, especially providing access to the Asia-Pacific;

**AND WHEREAS** there is a need to facilitate the safe and efficient traffic flow on the highway through areas that are in dire need of improvements, reducing 'bottle-necks,' more 'three landing,' and safer level rail crossings, etc.:

**THEREFORE BE IT RESOLVED** that UBCM call upon the federal and provincial governments to allocate the necessary funds and implement a comprehensive program to make improvements on the TransCanada Highway 16 within BC.

**NCLGA Executive Recommendation:** Endorse

**UBCM comments:** The UBCM membership endorsed resolution 2014-B81, which asked the provincial government to develop an "Asia-Pacific northern infrastructure strategy" to address barriers to trade and transportation, and impacts to northern communities along Highway 16; and called for consultation with northern stakeholder communities and industry as part of the development of the strategy.

In response to the resolution, the provincial government referenced an analysis of multi-modal transportation trade networks along Highway 16, as part of the Pacific Gateway Initiative.

UBCM also notes that members have consistently endorsed resolutions seeking a province-wide, multi-modal transportation strategy or policy that would include components such as highway upgrades; safety improvements; transportation of dangerous goods; emergency response; and coordination between different modes of transport (2013-B13, 2009-B16, 2008-B110, 2008-B107, 2003-B59, 2000-B63, 1998-A6, 1996-B88, 1995-B55, 1992-A17).

**MOVED/SECONDED** that the above noted motion be amended to include ulterior Highways 118, 37, 27 along with Highway 16.

**NCLGA Membership:**

**AMENDING MOTION CARRIED**

**MOTION AS AMENDED CARRIED****B24: RAILWAY MANIFEST****DISTRICT OF VANDERHOOF**

**WHEREAS** Transport Canada made the requirement in 2013 obliging railroad companies to provide annual aggregate information on dangerous and hazardous good, on a quarterly basis for CN and CP to municipalities that request it;

**AND WHEREAS** there is no consideration to go beyond the current approach, which would ensure emergency response organizations have the information on dangerous and hazardous goods at their disposal:

**THEREFORE BE IT RESOLVED** that Transport Canada require that all railway companies ensure that local emergency response organizations are provided with up to the minute information on the dangerous and hazardous goods on any train that is traveling through their community.

**NCLGA Executive Recommendation:** Endorse

**UBCM comments:** The UBCM membership endorsed resolution 2014-B55, which in part requested federal legislation that would require rail carriers to provide local governments with “timely information regarding the frequency of Class III tank cars travelling through communities carrying hazardous materials.”

Members also endorsed resolution 2015-B13, which called for a “comprehensive national strategy for the rail transportation of dangerous and hazardous goods” that would include in part:

- A security-focused, prevention-based reporting structure to allow first responders and key municipal officials information about dangerous and hazardous goods before they pass through their community; and
- A strategy to allow for local governments to induce timely inquiries into infrastructure safety after rail derailments or similar failures.

The sponsor correctly notes that the federal government in 2013 began requiring railway companies, if requested by local governments, to share with municipal first responders and emergency planners information on the nature and volume of dangerous goods being transported by rail through their communities. However, UBCM acknowledges that at present, the railway companies provide this information only to local governments that request it; and on an annual basis, rather than up to the minute.

**NCLGA Membership:**

**CARRIED**

**LATE RESOLUTIONS**

**L1: FOREST HEALTH****WILLIAMS LAKE**

**WHEREAS** forest health is essential to resource development and economic opportunities in our region;

**AND WHEREAS** British Columbia communities continue to struggle with the effects of the pine beetle epidemic that was exacerbated by restrictions imposed by park and protected area designations, and a fir and spruce beetle infestation has now taken hold as a result of inadequate measures to control beetle infestation:

**THEREFORE BE IT RESOLVED** that the NCLGA and the UBCM support lobbying the provincial government to take a proactive approach to the health of the forest, with extraction of diseased trees taking precedence over park or protected area designations, as well as other restrictions such as mule deer winter range or old growth designations.

**MOVED/SECONDED** that the above noted motion be amended where it says 'extraction' replace with 'treatment'.

**NCLGA Membership:**

**AMENDING MOTION CARRIED  
MOTION AS AMENDED CARRIED**

**Resolutions from the Floor:**

**MOVED/SECONDED** that the NCLGA support the City of Vernon and SILGA lobbying at UBCM to eliminate GST on Carbon Tax.

**NCLGA Membership:**

**CARRIED FROM THE FLOOR  
CARRIED**

**Second Business Session Adjourned at 12:01 p.m. May 4, 2017**

**Third Business Session Commenced at 1:14 p.m. May 4, 2017**

**8. Elections Process (Continued)**

**Nominations for Director at Large**

Brian Frenkel announced that there were three positions available for Director at Large and that three nominations had been received for the Director at Large positions:

- Lara Beckett, Regional District of Fraser-Fort George
- Cheryl Shuman, City of Dawson Creek
- Sandy Salt – Village of Valemount

**Nominations from the Floor for Director at Large:**

Sarah Storry Village of Fraser Lake has been nominated for the position of Director at Large. Nominations Committee Chair Brian Frenkel called three times for further nominations from the floor; no further nominations were received.

The nominations for Director at Large were closed. Each candidate, in alphabetical order, was called to the podium to speak for two minutes.

Brian Frenkel reviewed the procedure for voting for the three Director at Large positions and the timeframe in which to do so.

Brian Frenkel encouraged everyone to visit the voting booth and vote for who they want to be Director at Large.

**Gold Star Resolution Award:**

Brian Frenkel award the Gold Star to the Village of Burns Lake for Resolution B16 – Attraction and Retention of Medical Doctors.

The Third Business Session recessed at 1:30 p.m. on May 4th, 2017

The Third Business Session commenced at 1:00 p.m. on May 5th, 2017

9. **Elections Results**

President Shaely Wilbur announced the winners of the NCLGA 2017-2018 Director at Large vote. The winners are: Lara Beckett, Regional District of Fraser-Fort George, Cheryl Shuman, City of Dawson Creek and Sandy Salt – Village of Valemount.

10. **Motion to Destroy Ballots**

MOVED/SECONDED THAT the Director at Large ballots be destroyed.

**CARRIED**

The Final Business Session adjourned at 1:15 p.m. on May 5, 2017

Next Convention: The 63rd Annual Convention will be hosted by City of Fort Nelson from May 2<sup>nd</sup> to May 4th, 2018