



**REGIONAL DISTRICT OF BULKLEY-NECHAKO
RURAL SERVICES COMMITTEE
AGENDA**

Thursday, June 5, 2025

<u>PAGE NO.</u>		<u>ACTION</u>
	<u>AGENDA - June 5, 2025</u>	Approve
	<u>Supplementary Agenda</u>	Receive
	<u>MINUTES</u>	
3-5	Rural/Agriculture Committee Meeting Minutes - May 8, 2025	Approve
	<u>DELEGATION</u>	
	<u>MINISTRY OF FORESTS</u> Jason Olmsted, RPF, P.Eng, Northern Engineering Group Leader, Integrated Resource Operations Division, Engineering Branch Re: Resource Roads	
	<u>DEVELOPMENT SERVICES</u>	
6-9	Chloe Taylor, Planning Summer Student Crown Land Referral No. 7410358 Electoral Area C (Fort St. James Rural)	Recommendation
10-11	Chloe Taylor, Planning Summer Student Crown Land Referral No. 6409543 Electoral Area E (Francois/Ootsa Lake Rural)	Recommendation
12	Danielle Patterson, Senior Planner Peace River Regional District Referral Regional Growth Strategy Bylaw No.2571, 2025	Recommendation

<u>PAGE NO.</u>	<u>REPORTS</u>	<u>ACTION</u>
13-19	Nellie Davis, Manager of Strategic Initiatives and Rural Services – Resource Roads	Recommendation
20	Nellie Davis, Manager of Strategic Initiatives and Rural Services – Rural Community Hall Support	Receive

SUPPLEMENTARY AGENDA

NEW BUSINESS

IN-CAMERA MOTION

That this meeting be closed to the public pursuant to Section 90(1)(c) of the *Community Charter* for the Board to deal with matters relating to Labour Relations.

ADJOURNMENT

2022-2026 RDBN Board Strategic Plan

- 1. Relationships with First Nations**
- 2. Advocacy with the Province**
- 3. Housing Supply**
- 4. Community and Economic Sustainability**

REGIONAL DISTRICT OF BULKLEY-NECHAKO**RURAL SERVICES COMMITTEE MEETING****Thursday, May 8, 2025**

PRESENT: Chair Michael Riis-Christianson

Directors Judy Greenaway
Shirley Moon
Chris Newell
Mark Parker
Stoney Stoltenberg

Director Absent Clint Lambert, Electoral Area E (Francois/Ootsa Lake Rural)

Staff Curtis Helgesen, Chief Administrative Officer
Cheryl Anderson, Director of Corporate Services – via Zoom – left at 1:55 p.m.
Nellie Davis, Manager of Strategic Initiatives and Rural Services
John Illes, Chief Financial Officer
Jason Llewellyn, Director of Planning and Development Services
Amy Wainwright, Deputy Director of Planning and Development Services
Wendy Wainwright, Deputy Director of Corporate Services

Others Linda McGuire, Granisle
Shane Brienen, Houston – arrived at 1:36 p.m.

Media Jake Wray, LD News – via Zoom

CALL TO ORDER Chair Riis-Christianson called the meeting to order at 1:27 p.m.

AGENDA Moved by Director Stoltenberg
Seconded by Director Parker

RSC.2025-5-1 “That the Rural Services Committee Agenda for May 8, 2025 be approved.”

(All/Directors/Majority)

CARRIED UNANIMOUSLY

MINUTES

Rural Services Committee Meeting Minutes -April 10, 2025

Moved by Director Stoltenberg
 Seconded by Director Greenaway

RSC.2025-5-2

"That the minutes of the Rural Services Committee meeting of April 10, 2025 be approved."

(All/Directors/Majority)

CARRIED UNANIMOUSLY

REPORTS

Electoral Area D Economic Development Service Grant Village of Fraser Lake Resident Attraction Video Project

Moved by Director Parker
 Seconded by Director Stoltenberg

RSC.2025-5-3

"That the Committee recommend that the Board approve an Electoral Area D (Fraser Lake Rural) Economic Development Services Grant of up to \$8,000 to the Village of Fraser Lake for a resident attraction video project."

(All/Directors/Majority)

CARRIED UNANIMOUSLY

Rural Community Halls

Moved by Director Greenaway
 Seconded by Director Stoltenberg

RSC.2025-5-4

"That the Committee receive the Manager of Strategic Initiatives and Rural Services Rural Community Halls memorandum."

(All/Directors/Majority)

CARRIED UNANIMOUSLY

The Committee discussed:

- Changes to the new Community Works Funds agreement making it no longer possible to support third-party infrastructure
- Grant in Aid funding
- Forming service establishment bylaws for Community Halls
 - o Challenges in assuming ownership
 - o Preserving the character and integrity of Community Halls
 - o Community Halls retaining their autonomy
- Community Halls in each Electoral Area
 - o Condition of Infrastructure and volunteer participation
 - Challenges regarding volunteer capacity
 - Administration burden for volunteers
 - o Impacts of insurance costs
 - Lobbying for group Community Hall Insurance policies

REPORTS (CONT'D)

- Enabling Halls with a strong volunteer base to continue to be successful
- Regional District of Fraser Fort-George establishment of individual services for Halls that directly requested the option
- Past social importance of Halls
 - o Fabric that held communities together is changing
 - o Community Halls are an important asset
- Potential solutions for future uses of Halls such as Pickleball, Emergency Response etc.
- Supporting Community Halls to implement commercial kitchens for community food security and Farmer's Markets
- Evaluating halls based on whether it would be approved if proposed today, how the construction would be funded and how it would be funded in perpetuity.

NEW BUSINESS

Ellis Ross, MP Skeena-Bulkley Valley Director Stoltenberg extended an invitation to Elis Ross, MP Skeena-Bulkley Valley to attend a future Board meeting.

ADJOURNMENT

Moved by Director Stoltenberg
 Seconded by Director Newell

RSC.2025-5-5

"That the meeting be adjourned 1:57 p.m."

(All/Directors/Majority)

CARRIED UNANIMOUSLY

Michael Riis-Christianson, Chair

Wendy Wainwright, Deputy Director of Corporate Services



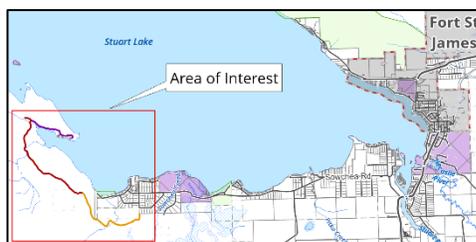
Regional District of Bulkley-Nechako Rural Services Committee

To: Chair and Committee
From: Chloe Taylor, Planning Summer Student
Date: June 5, 2025
Subject: **Crown Land Application Referral No. 7410358**

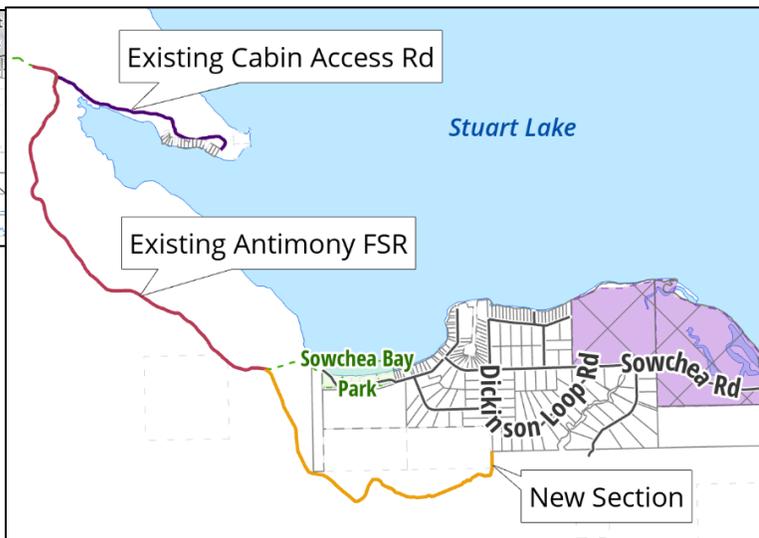
RECOMMENDATION: **(all/directors/majority)**

That the attached comment sheet be provided to the Province as the Regional District's comments on Crown Land Application No. 7410358.

BACKGROUND



The Mud Bay Cabin Association has applied for a "License of Occupation of over 30 years" over unsurveyed crown land to develop a road to access recreational properties on Stuart Lake and provide non-commercial back country access to the public.



The proposal will allow for the restoration of access to the Antimony Forest Service Road (FSR) and the lands beyond for recreational and cultural purposes by constructing 1.3 km of new road starting from Dickinson Loop Road. The proposed upgraded road is partially over an unnamed old forestry road that will connect onto the Antimony FSR. The Antimony FSR up to and including an existing cabin access road will be maintained by the applicant without improvements. The previous access to the Antimony FSR through private property was deactivated in 2024.

The location of this access route has been chosen to minimize riparian and ecological conflicts by utilizing existing forestry roads where possible. The proposed 9 km gravel road

is expected to enhance wildfire fighting capability in the southern Stuart Lake watershed. Construction of the road would necessitate the removal of 800 cubic metres of timber, the installation of 1.3 km of new roadbed, and the installation of 8 culverts along the first 3 km for seasonal drainages with no fishery value. Overall impacts from recreational hunting is expected to be minimal as much of the area was already accessible by the Antimony FSR.

The construction of the new road will take one to two weeks, over the next two years and will require heavy machinery such as a buncher, skidder, loader, backhoe, belly dump, and grader. Visual and audible impacts to the surrounding area is expected to be minimal due to the mature tree buffer and slopes of 0-5%.

The License of Occupation will overlap with some Fort St. James (FSJ) Snow Mobile Club recreation trails, which is recognized and supported by a letter of support from the club. The road construction has also received a letter of support from a Nak'azdli Whut'en First Nation Keyoh family (attached) as this project will facilitate their access to traditional territory made inaccessible by the decommissioning of the Antimony FSR.

There are 28 dwellings, the FSJ Snowmobile Club, and a gravel pit located on Dickinson Loop Road. The later two are the nearest neighbours to the proposed new road. The new road is projected to see limited use and is not expected to have a notable impact on area residents.

ATTACHMENTS

- Comment Sheet
- Nak'azdli Keyoh Family Letter of Support
- [Applicant's Management Plan \(Link\)](#)



Electoral Area:	Electoral Area C (Fort St. James Rural)
Applicant:	Mud Bay Cabin Association
Existing Land Use:	Unsurveyed Crown Land
Zoning:	Aprox. 8 ha Rural Resource (RR1) Remainder Not Zoned
OCP Designation:	Approx. 12 ha Resource (RE) Approx. 2 ha Parks and Recreation (P) Remainder Not Designated
Proposed Use Comply with Zoning:	N/A
If not, why?	Roads are not regulated by the Zoning Bylaw
Agricultural Land Reserve:	No
Access:	Dickinson Loop Rd
Building Inspection:	Yes (Exempt)
Fire Protection:	No
Other comments:	

The loss of a public road connection from Sowchea Road to the Antimony FSR is an issue affecting the entire community, including First Nations. Backcountry access is an important part of our residents' quality of life. The RDBN supports the efforts of the Mud Bay Cabin Association and the Fort St. James Snowmobile Club to address the situation. However, the RDBN believes the Province of BC should play a more active role in reestablishing this road access. This work should not be on the backs of community groups.



Zoning Map:

May 13, 2024

Re: Request to develop a new access road within the Tsache Keyoh in Nak'azdli Whut'en Territory (TR# 0725T003)

Dear Mudbay Cabin Group,

In light of recent developments concerning the activities within the Tsache Keyoh at Big Bay, particularly those initiated by the private landowner, [REDACTED] including the blasting of rocks along the shore and the construction of a new access road adjacent to an existing one, which may ultimately restrict access to the area for Keyoh families, adjacent landowners, and the public;

The Keyoh family has deliberated upon the proposed request reading their interest in developing a new access road which has been outlined in the maps provided by [REDACTED] on behalf of who have been referred to as the 'Mudbay Cabin Group'. We are also aware that [REDACTED] attended a meeting at the Nak'azdli Natural Resources Office on April 25, 2024, where they shared their interests and concerns with [REDACTED] who is also part of our Keyoh and was available to represent us as requested.

Following careful consideration, the decision to approve the request for the development of an alternate access road along the existing private landowner boundaries has been made. This approval is contingent upon certain conditions. Firstly, both Keyoh representatives and Mudbay Cabin Group representatives will collaborate to conduct a joint field reconnaissance to assess the landscape and GPS the proposed access route. Furthermore, it is agreed that the Keyoh family may also utilize this route for non-private land access to a future cabin site and for Aboriginal rights/cultural ways of life purposes.

We look forward to moving this proposed solution forward. Please do not hesitate to contact us for any further follow-up.

Regards,

[REDACTED]
Angel Ransom, B.Pl., RPP, MCIP
Keyoh Representative [REDACTED]
[REDACTED]
[REDACTED]



Regional District of Bulkley-Nechako Rural Services Committee

To: Chair and Committee
From: Chloe Taylor, Planning Summer Student
Date: June 5, 2025
Subject: **Crown Land Application Referral No. 6409543**

RECOMMENDATION:

(all/directors/majority)

That the attached comment sheet be provided to the Province as the Regional District's comments on Crown Land Application No. 6409543.

BACKGROUND

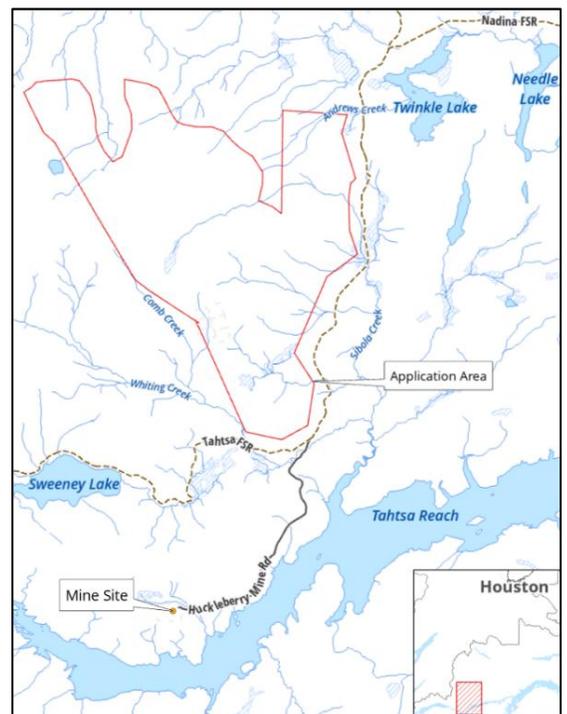
A 30-year investigative license has been applied for by yáqwa Development Corp., owned by Haisla Nation. The application area covers 4925 ha of unsurveyed crown land located in Electoral Area E and is 65.5 km south of the District of Houston, and 5.5 km north of Huckleberry Mine. The nearest dwelling is 15 km away.

The applicant will install wind monitoring equipment to assess the area's wind power potential for one year. The licence provides for nine potential measurement sites, the locations of which were not provided to the Regional District. One of the sites will be selected for monitoring following a site visit. The monitoring device consists of a 80-100-metre-tall tower supported by guy wires which may hold a LiDAR device and other meteorological equipment.

Additionally, the applicant will perform studies to identify the best route for a future transmission line to the electrical grid as well as environmental impact surveys. Should the applicant wish to proceed with the project a License of Occupation for the wind farm and transmission line must be approved before the project may proceed. It is expected that the RDBN would be sent a referral regarding this License of Occupation application operation.

ATTACHMENTS

- Comment Sheet





Electoral Area:	Electoral Area E (Francois/Ootsa Lake Rural)
Applicant:	yáqwa Development Corp
Existing Land Use:	Unsurveyed Crown Land
Zoning:	Not Zoned
OCP Designation:	Not Designated
Proposed Use Comply with Zoning:	N/A
If not, why?	N/A
Agricultural Land Reserve:	No
Access:	Tahtsa Forest Service Road
Building Inspection:	No
Fire Protection:	No
Other comments:	None

The area overlaps with a recreational license of occupation area.



Regional District of Bulkley-Nechako Rural Services Committee

To: Chair and Committee
From: Danielle Patterson, Senior Planner
Date: June 5, 2025
Subject: **Peace River Regional District Referral
Regional Growth Strategy Bylaw No. 2571, 2025**

RECOMMENDATION: **(all/directors/majority)**

That staff be directed to send a letter to the Peace River Regional District stating that the Regional District of Bulkley-Nechako has no concerns or comments regarding the Peace River Regional District's Regional Growth Strategy Bylaw No. 2571, 2025.

BACKGROUND

The Peace River Regional District (PRRD) is in the process of adopting their first Regional Growth Strategy (RGS).

The Regional District received a copy of the RGS, as part of the PRRD's referral process. Planning Staff have reviewed the RGS and it does not raise any land use planning interface issues or other concerns relating to the RDBN.

ATTACHMENT

- Peace River Regional District Regional Growth Strategy ([link](#))



Regional District of Bulkley-Nechako Rural Services Committee

To: Chair and Committee
From: Nellie Davis, Manager of Strategic Initiatives and Rural Services
Date: June 5, 2025
Subject: **Resource Roads**

RECOMMENDATION: (all/directors/majority)

Receive.

BACKGROUND

Resource roads are found on Crown land but are not part of the provincial highway system. They are frequently used by industrial vehicles involved in forestry, mining, oil and gas, clean energy, or agriculture operations. They also provide access to communities and high value recreation in remote areas.

In B.C. there are different types of resource roads. The majority of them are Forest Service Roads and road permit roads that are used to access natural resources. Many of these roads are managed [using permits](#).

The B.C. government maintains most resource roads that are not under a permit. Available resources are prioritized to resources roads that supply access to rural communities, residents and high value recreation sites.

Some resource roads are maintained **only** to protect the environment. Resource Roads may be deactivated when no longer needed or where it is cost prohibitive to continue to maintain.

There are also non-status roads (NSRs) on Crown land. These roads may be found on maps but have no permit status. These roads are not maintained or inspected and may be deactivated if significant safety or environmental issues become known.

Roads on private, federal or municipal land and B.C. Ministry of Transportation side roads are **not** considered resource roads.¹

Resource roads are not maintained for regular vehicle traffic and must be used with caution.

¹ <https://www2.gov.bc.ca/gov/content/industry/natural-resource-use/resource-roads>

The provincial mapping program iMap includes data for resource road segments, including active status and permit holder information.

If there are resource roads in the RDBN that are of concern or for which Directors would like to make an inquiry, staff are able to research and provide the appropriate information.



Image: Forestry Roads in the RDBN – iMap data

ATTACHMENTS

MOF Factsheet – Engineering Roads Funding Policy

FAQ – Engineering Roads Funding Policy

FACTSHEET

June 2024

Ministry of Forests

Engineering Roads Funding Policy

- The Ministry of Forests has developed a road funding policy to serve as a framework to allocate funds for the maintenance, improvement and closure of Forest Service Roads (FSRs) maintained by the Crown.
- FSRs are not built or maintained to the same standards as public highways. Many resource roads are not maintained for vehicular traffic. Most resource roads have rough, loose gravel surfaces and are narrow (often one lane wide).
- The Ministry does not receive specific funding to maintain alternate egress routes. Egress routes may be comprised of active or inactive FSRs, non-status roads, other resource roads or public highways. Alternate egress routes may be activated during emergency response activities throughout B.C. The decision to utilize an FSR as an alternate egress route is completed on a case-by-case basis.
- The Ministry prioritizes how funds are allocated to FSR maintenance (operating) and major road and bridge improvement (capital) projects in the following order:
 - Roads accessing:
 1. Communities (First Nation and non-First Nation)
 2. Rural residences
 3. High value recreation sites
- The Engineering Program has an annual capital budget of \$26.3 million for major upgrades to the 12,000 kilometres capital road network in B.C. in Fiscal Year 2024/25.
- In addition, a \$17 million operational budget is available annually to maintain 45,000 kilometres of FSRs, where the priority is on the capital road network for Fiscal Year 2024/25.
- Of the 60,000 kilometres of FSRs in British Columbia, 15,000 kilometres are maintained by BC Timber Sales. The Engineering Roads Funding Policy does not cover these roads.
- If not maintained to a high-clearance vehicle standard, wilderness roads deteriorate and, unless an industrial user assumes maintenance obligations, eventually must be deactivated to reduce risks to the environment, the public, and other objectives. The decision to deactivate FSRs is made carefully with consideration to multiple priorities and impacts.
- The Ministry's Engineering Program staff maintain roads and make capital improvements, as they are identified and as resources allow.
- Capital funding will not be allocated to complete works on FSRs solely for industrial purposes (current or future).

- The Engineering Program uses the following principles when allocating funds to manage and maintain a safe FSR network throughout the province:
 - Allocate funds based on priority
 - Allocate funds in an open and transparent manner
 - Allocate funds consistently—generally use the same criteria to make ranking decisions

Additional information can be found here:

<https://www2.gov.bc.ca/gov/content/industry/natural-resource-use/resource-roads>

Contact the Engineering Branch directly at: FLNREng.Branch@gov.bc.ca

Media Contact:

Media Relations
Ministry of Forests
250 896-7359

For Public Distribution

FAQ – Engineering Roads Funding Policy

June 2024

Ministry of Forests

- What are resource roads?

Resource roads in B.C. are constructed to develop, protect and access the province's natural resources. They also serve as crucial links for many rural communities and access to highly used recreational opportunities.

- What types of resource roads are there?

There are Forest Service Roads (FSRs), Road Permit Roads, roads maintained by the Oil and Gas Sector, Private Land roads, and public roads administered by the Ministry of Transportation. If you are unsure of a road's status, please contact your local natural resource district office. The Ministry of Forests inspects and designates maintainers for FSRs only; all other resource roads are managed by the companies who have the permits for these roads.

- Who uses resource roads?

Resource roads are used primarily by industrial vehicles engaged in forestry, mining, oil and gas or agricultural operations. Members of the public and commercial operators (i.e., ski hills, fishing lodges) also use resource roads. Some resource roads lead to rural communities and residences and are used daily by the public.

- How are resource roads regulated?

Resource roads are regulated by the Forest Act, Forest Range Practices Act, Forest Planning Practices Regulation, and Forest Service Road Use Regulation.

- Who is responsible to maintain and deactivate FSRs in B.C.?

By and large, the industrial user of the road is responsible for maintenance to a safe standard for their intended activities while in use. When roads are not in use by an industrial user, the roads largely fall under an environmental maintenance status as a wilderness road. Roads are maintained to protect environmental values and road prism integrity.

By default, the Ministry of Forests, including BC Timber Sales, maintains roads to wilderness standards where no other user is present and no obligation to maintain to a higher standard exists. The Ministry maintains roads to communities, rural residences and high value recreational sites when no industrial user is active and as budgets permit.

- How many kilometres of FSRs are there in B.C.?

There are approximately 60,000 km of FSRs.

- What happens to FSRs that are not maintained?

If not maintained, wilderness roads become eroded and/or overgrown and, unless a user assumes maintenance obligations, eventually may have to be deactivated or closed to reduce risks.

- Do all unmaintained FSRs have to be deactivated?

No. Some resource roads provide important tourism or recreational opportunities and are inspected on a risk basis. These roads are left open unless closure is necessary to protect the environment and/or mitigate other risks.

- What criteria are used to allocate funding to FSRs in B.C.?

It is important to recognize that limited funding and resources exist to maintain and upgrade FSRs provincially. We do not have the ability to maintain all FSRs but focus our resources on the high-use, critical infrastructure FSRs. The Ministry prioritizes how funds are allocated to road maintenance (operating) and major road and bridge improvement (capital) projects in the following order by road use type, using a detailed priority rating exercise and in considerations of various impacts and consequences related to road prism integrity:

1. Roads accessing communities (First Nations and non-First Nations)
2. Roads serving rural residences
3. High value recreation sites
4. Other legislative requirements (e.g., deactivation and remediation)

- Are FSRs maintained for emergency access and egress?

The Ministry does not receive specific funding to maintain alternate egress routes. Egress routes may be comprised of active or inactive FSRs, non-status roads, other resource roads or public highways. Alternate egress routes may be activated during emergency response activities throughout B.C. The decision to utilize an FSR as an alternate egress route is completed on a case-by-case basis.

- What is a capital road?

In the context of the Engineering Program, a capital road includes a road accessing a community, group of rural residences or high value recreation site. A capital road is always an FSR, whereas FSRs are not always capital roads. Definitions for these three classifications of capital roads are as follows:

Community FSRs: These important public roads provide primary access to a group of 50 or more year-round residents within a specific locality and are not scattered.

Road Serving Rural Residence: These FSRs provide primary access to a primary residence or residences along the road and are subject to 0.4 year-round residences per kilometre (1 year-round residence for every 2.5 km). These roads do not meet the critical definition of a Community FSR. These roads do not include instances where 'water access' is listed on Titles for the residence(s).

High Value Recreation FSR: These roads provide primary access to High Value Recreation Sites and Trails as officially designated by the Ministry of Environment, Recreation Sites and Trails Division OR designated representative as *Important Recreational Areas* by the Regional District Executive Director. May also be an area where an FSR provides access to a Provincial Park, recreation feature or significant recreation areas and designated as such by the application of the Regional Executive Director with input from local District Managers.

- What principles does the Engineering Program use to allocate funds?

The Ministry's Engineering Program staff maintain roads and make capital improvements as they are identified and as resources allow. The following principles are followed when allocating funds to manage and maintain a safe resource road network throughout the province:

- Allocate funds based on priority
 - Allocate funds in an open and transparent manner
 - Allocate funds consistently—generally use the same criteria to make ranking decisions
- What is the annual budget for capital and operational road works?
- The engineering program in Fiscal Year 2024/25 has a capital budget of \$26.3 million for major upgrades to the 12,000 km capital road network.
- A \$17 million annual operational budget maintains 45,000 kilometres of FSRs (which includes the 12,000 km of capital roads), where the priority is on the capital road network.

Learn More:

Resource Roads: <https://www2.gov.bc.ca/gov/content/industry/natural-resource-use/resource-roads>

Contact information:

For more information on the engineering program, please contact your local [Natural Resource District office](#).

<https://www2.gov.bc.ca/gov/content/industry/forestry/managing-our-forest-resources/ministry-of-forests-lands-and-natural-resource-operations-region-district-contacts>

Contact the Engineering Branch directly: FLNREng.Branch@gov.bc.ca

Media Contact:

Media Relations

Ministry of Forests

250 896-7359

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Regional District of Bulkley-Nechako Rural Services Committee

To: Chair and Committee
From: Nellie Davis, Manager of Strategic Initiatives and Rural Services
Date: June 5, 2025
Subject: **Rural Community Hall Support**

RECOMMENDATION: (all/directors/majority)

Receive.

BACKGROUND

As per discussion at the May 8 Rural Services Committee, RDBN ownership of rural community halls is not under consideration at this time. However, Directors indicated a strong interest in learning from halls about their current successes, challenges, and operational models to see if or how the RDBN can support their long-term sustainability.

As per suggestion by Director Moon, staff recommend arranging meetings to hear from individual halls. Staff recommend one meeting in each Electoral Area (EA) that has rural halls and inviting representatives from all hall-operating societies in that EA.

Staff are also providing additional information about the process for service establishment, as several directors were interested in learning more about this as an option to support halls. There are currently two hall services in the RDBN, one in Area D for the Fort Fraser Community Hall, and another in Area F for the Braeside Community Hall. Both services are geographically limited to the surrounding area, and not the entire EA.

Another option would be to create an EA-wide service that provided support to all the halls within the EA boundary.

This type of service can be established through an Alternative Approval Process (AAP) with a maximum taxation limit of \$0.50/\$1,000. The estimated cost for an EA-wide AAP can be calculated for an Electoral Area should a Director be interested.

A service requiring a higher taxation rate must be established by a referendum, which is recommended to take place at the same time as the local government election cycle to alleviate the considerably high cost for this process.