



# LOWER MAINLAND

## LOCAL GOVERNMENT ASSOCIATION

### **2020 RESOLUTIONS**

**As of March 5, 2020**

#### **RESOLUTIONS RECEIVED BY THE DEADLINE**

**Due to the cancellation of the Annual Lower Mainland LGA Conference and AGM scheduled for May 2020 due to the COVID-19 Pandemic, resolutions were not debated or endorsed by the membership and were instead sent directly to UBCM to go forward to the September Convention**

#### **LMLGA EXECUTIVE RESOLUTIONS**

##### **ER1 Continued Expansion of Trans Canada Hwy #1**

##### **LMLGA EXECUTIVE**

**WHEREAS** the Province of BC has identified the Fraser Valley as a growth and innovation corridor as part of a framework for improving British Columbians' standard of living to restore the British Columbia Dream;

**AND WHEREAS** the critical congestion and safety challenges along the TransCanada Highway through the Fraser Valley and toward Hope continue to impact the provincial movement of goods and services and access to the Asia–Pacific gateway, undercut the economic viability of a region with the province's highest population growth, undermine public safety and quality of life for residents and travelers, and create significant environmental and greenhouse gas emission impacts for BC;

**THEREFORE BE IT RESOLVED** that UBCM request that the Province prioritize funding toward the continued expansion of the TransCanada Highway through the Fraser Valley and towards Hope in order to support HOV, Electric Vehicles, Autonomous Vehicles, Rapid Transit and Truck transportation (HEARTT);

**AND BE IT FURTHER RESOLVED** that this funding be made a high priority of the government of British Columbia.

**ER2 Flood Risk Mitigation through  
Green Infrastructure and Natural Assets**

**LMLGA EXECUTIVE**

**WHEREAS** the side channels, tributaries and sloughs of the Fraser and other large rivers have deep value to First Nations as historic transportation corridors, sites of food cultivation and harvest, refuge and gathering places; many of these same waterways are or were valuable recreational fishing, boating and swimming sites but are no longer safe and accessible for these activities;

**AND WHEREAS** these waterways provide moderating effects for localized and riverine flooding and valuable habitat for wild salmon and other important species;

**AND WHEREAS** there is no current requirement or standard practice for treating these natural and manmade waterways as valuable natural assets for their provision of the aforementioned ecosystem services;

**THEREFORE BE IT RESOLVED** that UBCM request that the Federal and Provincial governments remove constraints and implement requirements for incorporating green infrastructure and nature-based solutions in flood management to ensure effective flood risk mitigation while maintaining or restoring social, cultural and ecological co-benefits for these systems;

**AND BE IT FURTHER RESOLVED** that UBCM request that the Federal and Provincial governments promote natural assets as a viable emergency planning solution and provide appropriate funding through the Disaster Mitigation Adaptation Fund, Investing in Canada Infrastructure Program, Community Emergency Preparedness Fund, Emergency Management B.C. and other similar emergency planning and mitigation funds.

**PART 1 – REFERRED RESOLUTIONS**

UBCM has referred late resolutions from the 2019 resolutions cycle for consideration by Lower Mainland LGA members.

**RR1 Access to Emergency Health Services**

**Port Coquitlam**

**WHEREAS** the February 2019 Auditor-General's Report "Access to Emergency Health Services" recommended that "the Ministry of Health work with local governments and British Columbia Emergency Health Services (BCEHS) to ensure that BCEHS can implement a co-ordinated approach to pre-hospital care that results in:

- medical oversight, to the extent appropriate, across agencies to ensure that patient care meets acceptable medical standards
- data-sharing between agencies to better understand whether patients are getting the right medical interventions at the right time
- signed agreements outlining the roles and responsibilities of fire departments, including the level of care provided
- confirmation that first responders are being notified of events where they can best contribute to patient care."

**AND WHEREAS** urban fire departments continue to receive fewer calls to attend to provide emergency medical assistance and the public must wait for BCEHS, unnecessarily, despite the ability of fire departments to provide faster medical assistance;

**AND WHEREAS** local governments and BCEHS have been meeting for several years and have failed to enter into agreements for the fire service personnel to provide emergency medical assistance to the level of their training;

**AND WHEREAS** some local governments want the ability to respond to more calls and provide a wider range of emergency medical assistance;

**AND WHEREAS** despite the fact that fire services personnel may provide ancillary health services pursuant to the *Health Emergency Services Act* without an agreement with the BCEHS, the BCEHS controls all calls, through the Critical Response Model, and does not dispatch such calls:

**THEREFORE BE IT RESOLVED** that, at their discretion, local governments maintain complete authority over the level of emergency medical assistant training their respective fire departments and personnel will attain, consistent with the level of service each deems appropriate to their communities;

**AND BE IT FURTHER RESOLVED** that, at their discretion, local governments have the authority to determine the appropriate response level, of their fire departments, including call type based on the needs of their respective community.

## **PART 2 – RESOLUTIONS RECEIVED BY THE DEADLINE**

### **R1 Varied Tax Rate for the Residential Class**

**Langley City**

**WHEREAS** the Province of British Columbia through the BC Assessment Act – Prescribed Classes of Property Regulation B.C. Reg. 438/81 specifies that there is one assessment class for all types of residential properties and the Community Charter outlines that a

municipal bylaw to establish the property value taxes each year under section 197 (3) specifies there is a single rate for each property class;

**AND WHEREAS** the assessed value of the multi-family strata units and single family housing appreciates at vastly different rates, leading to large fluctuations and tax rate swings year-to-year between these housing types;

**THEREFORE BE IT RESOLVED** that UBCM request the Province of British Columbia amend the BC Assessment Act and the Community Charter to allow the residential class to be split into two distinct residential classes so that a different rate may be applied to each type of residential property to allow for better tax planning, and a more consistent application of property tax changes for all residents no matter their housing type.

## **R2 Cannabis Retail Tax Revenue Sharing**

**Langley City**

**WHEREAS** following the legalization of non-medicinal cannabis in July 2018, the Province has implemented legislation that enables local governments to regulate cannabis retail activities within their jurisdictions;

**AND WHEREAS** the Province has finalized a cannabis excise tax coordination agreement with the Federal Government, which includes a share of the 75% of the cannabis excise tax revenues being allocated to provinces and territories;

**AND WHEREAS** the Province acknowledges the strong local government interest in cannabis excise tax revenue sharing and the Province has noted it is committed to working with local governments to understand the potential costs they may experience as a result of cannabis legalization;

**AND WHEREAS** cannabis retail stores have been legally operating in BC local government jurisdictions since 2018 and excise tax revenues have been collected by senior governments since 2018;

**THEREFORE BE IT RESOLVED** that UBCM request the Province of British Columbia commit to negotiating with local governments, through UBCM, to advance the development and implementation of a Provincial – local government cannabis excise tax revenue sharing agreement.

## **R3 Increase Zero-Emission Vehicle Act Interim Targets**

**Township of Langley**

**WHEREAS** the BC Zero-Emission Vehicle Act 2025 target for light-duty vehicle sales is 10% and actual sales reached 9% in 2019 yet there is still significant unmet demand for zero-emission vehicles across BC, and the purpose of the Zero Emission Vehicle Act is to

require industry to make zero-emission vehicles more affordable and available to British Columbians

**AND WHEREAS** the Township of Langley, Metro Vancouver and many of its member municipalities have committed to achieving carbon neutral communities by 2050, requiring drastic reductions in greenhouse gas emissions from passenger vehicles starting today;

**THEREFORE BE IT RESOLVED** that UBCM request the Province of BC amend the Zero-Emission Vehicle Act interim sales targets above the currently stated 10% in 2025 and 30% in 2030, to targets that accelerate the availability of zero-emission vehicles in BC beyond the current rate of adoption.

**R4 Zero-Emission Vehicle Mandate for Medium and Heavy-Duty Vehicles** **Township of Langley**

**WHEREAS** medium- and heavy-duty vehicles produce over 30% of the greenhouse gas emissions from road transportation in BC and the Province of BC has committed to reducing greenhouse gas emissions by 80% by 2050 and Metro Vancouver has committed to becoming a carbon neutral region by 2050;

**AND WHEREAS** the Province has enacted the Zero-Emission Vehicle Act which recognizes the importance of zero-emission vehicle sales requirements as a critical action to accelerate greenhouse gas emissions reductions in the transportation sector; yet there is currently no legislation or targets in place to increase the adoption of zero emission medium and heavy-duty vehicles in BC;

**THEREFORE BE IT RESOLVED** that UBCM request the Province of BC enact zero-emission vehicle sales requirements for medium- and heavy-duty vehicles.

**R5 Development Cost Charges (DCC) Bylaw and Ministry of Transportation and Infrastructure (MOTI) Infrastructure** **City of Abbotsford**

**WHEREAS** the Ministry of Municipal Affairs and Housing administers the approval of the Development Cost Charges Bylaw for local municipalities and has rejected the inclusion of local governments capital costs for Ministry of Transportation and Infrastructure highway interchanges on the basis that the local government does not own the aforementioned tangible capital asset;

**AND WHEREAS** The Ministry of Transportation and Infrastructure expects up to 33% of highway interchange capital costs be paid for by the local municipality;

**THEREFORE BE IT RESOLVED** that the Province of BC provide for local governments to be able to include their portion of the capital cost for Ministry of Transportation and Infrastructure interchanges in their Development Cost Charges Bylaw or that Ministry of Transportation fully fund capital costs for all MOTI owned Interchange projects.

**R6 Request to the Government of BC for Dedication of 1% of PST to Local Governments** **Port Moody**

**WHEREAS** due to downloading of responsibilities, local governments are increasingly reliant on granting systems that are not reliable in the long term and unequitable due to staff resources for small local governments compared to larger municipalities;

**AND WHEREAS** increased predictable revenue sharing arrangement reflects shared interests between municipalities and the Province, including policing, recreation, transit, and the environment;

**THEREFORE BE IT RESOLVED** that UBCM request the BC government to allocate an amount equivalent to 1% of BC's Provincial Sales Tax (PST) to local governments across British Columbia as part of ongoing cost-sharing agreements.

**R7 Greenhouse Gas Limits for New Buildings** **Port Moody**

**WHEREAS** the energy efficiency requirements for new buildings in the British Columbia Energy Step Code continues to allow levels of carbon pollution that are inconsistent with local government and provincial climate change commitments;

**AND WHEREAS** failing to limit carbon pollution from new construction will necessitate retrofits to those new buildings in the future at greater difficulty and cost for building owners, occupants, and taxpayers;

**THEREFORE BE IT RESOLVED** that UBCM request the BC government to include GHG limits for new construction as an enforceable element in Division B of the British Columbia Building Code, including a pathway to achieve zero GHG emissions for new construction in a timeline commensurate with the science of climate change and BC's reduction targets;

**AND BE IT FURTHER RESOLVED** that UBCM request the BC government to revise the Province's goal in the Clean BC Plan to "make every new building constructed in BC "net-zero energy ready" by 2032" to "make every new building constructed in BC "zero emissions" and "net-zero energy ready" by 2032";

**AND BE IT FURTHER RESOLVED** that UBCM request the BC government to liaise with staff at Association of Kootenay and Boundary Local Governments, North Central Local Government Association, and Southern Interior Local Government Association to ensure that there are provisions in the GHG limits that take into account and support the unique circumstances faced by rural communities, such as, but not limited to, decisions to utilize local materials and alternative building methods.

**R8 Recommending Change of Strata Act and Residential Tenancy Act      Port Moody  
To Disallow Discrimination Against Pet Owners**

**WHEREAS** BC is experiencing a housing crisis and it is hard enough to find shelter even if the prospective renter does not have pets that serve in effect as close family members and emotionally essential life partners for their owners;

**AND WHEREAS**, in 2017, an estimated 1700 pets had to be given up or terminated because their owners could not find stable shelter with them;

**THEREFORE BE IT RESOLVED** that UBCM request the BC government to change the Residential Tenancy Act and Strata Act such that landlords and strata organizations may not reject applicants for rental units because their family unit may include pets, on the condition that those pets would not pose serious and specific concerns in regard to physical danger, noise, smell, or an adverse allergic reaction among other building residents.

**R9 Election Finance Contribution Limits      Vancouver**

**WHEREAS** in 2017 the BC Legislature amended the *Local Elections Campaign Financing Act* (LECFA), banning special interest and corporate political donations at the local government level during an election year, placing limits on contributions and mandating public disclosures. However, the LECFA only applies to electoral organizations and candidates during an election year for the specific purpose of campaigning, or the last 28 days before the election in the case of a third party sponsor;

**AND WHEREAS** the October 2018 Elections BC Report of the Chief Electoral Officer provided two recommendations on Improving Accessibility, Transparency and Compliance which were as follows:

- 8.1. *An elector organization is an organization that endorses or intends to endorse a candidate in an election;*
- 8.2. *Require elector organizations to register with Elections BC and file annual disclosure statements including reports of all financial transactions, similar to those filed by provincial political parties. Maintain the*

*membership requirement (50 members) for elector organizations as prescribed by s. 93(2)(a) of the Local Government Act:*

**THEREFORE BE IT RESOLVED** that the Union of BC Municipalities request that the Province amend the Local Elections Campaign Financing Act to apply contributor and contribution limits to operating accounts of elector organizations and candidates for operational purposes at all times, and to require that they provide annual disclosure reports of contributions received in operating bank accounts, in election years and non-election years;

**AND BE IT FURTHER RESOLVED** that Third Party Sponsors be required to provide disclosure reports for the full election year or the date that a referendum is announced, whichever is later.

### **R10 Election Finance Reporting**

**Vancouver**

**WHEREAS** in order to ensure the fairness of our local government election process, there should be full and transparent reporting of financial contributions to elector organizations and candidates, including full and transparent reporting by third party entities that engage in significant campaign activities in support of candidates or endorsed candidates, and that all financial transactions – both during a campaign and outside of campaign periods – be reported, including contributions toward operating accounts and operating expenses, including those of third party entities used for campaign and non-campaign political purposes and activities:

**THEREFORE BE IT RESOLVED** that the Union of BC Municipalities request that the Province amend the *Local Elections Campaign Financing Act* to require full and transparent reporting of in-kind support and financial contributions made to municipal election candidates in elections years, as well as to sitting elected officials in non-election years.

### **R11 Election Finance Tax Credits**

**Vancouver**

#### **WHEREAS**

- i) The Canada Revenue Agency cites the *Income Tax Act* for the deduction from tax otherwise payable of a portion of the total eligible amount of monetary contributions to a registered party, a provincial division of a registered party, a registered association, or a candidate, as those terms are defined in the Canada Elections Act. The maximum annual tax credit an eligible individual may claim is \$650.00 Contributions to a Registered Party, a Registered Association or to a Candidate(s) in a federal election;



- ii) “Political Contributions Regulations” in B.C.’s *Income Tax Act* allows for eligible individuals to make contributions to B.C. political parties, registered B.C. constituency associations and/or candidate(s) in a provincial election. Eligible individuals may claim credit on a T1 income tax return calculated as the lesser of 75% of contributions up to \$100 or 50% of contributions between \$100 and \$550 or 33 1/3% of contributions in excess of \$550;

**AND WHEREAS** Bill 15, *Local Elections Campaign Financing Amendment Act, 2017* received Royal Assent on November 30, 2017, resulting in many changes to the financing provisions of the *Local Elections Campaign Financing Act*. The rules applied to the 2018 General Local Elections and are retroactive to October 31, 2017. In local election in B.C., an eligible individual may contribute up to \$1,200 per year per campaign to an unendorsed candidate or \$1,200 in total to each campaign of an elector organization and its endorsed candidates:

**THEREFORE BE IT RESOLVED** that the Union of B.C. Municipalities request the Province support personal income tax credits, for contributions made in compliance with the B.C. *Local Elections Campaign Financing Act*, as is similar to the rules and requirements in B.C.’s *Income Tax Act*, for personal income tax credits for provincial political contributions.

**AND BE IT FURTHER RESOLVED** that the Union of B.C. Municipalities request the Minister of Municipal Affairs of B.C. write a letter to B.C.’s Minister of Finance and request the Provincial government make necessary amendments to B.C.’s *Income Tax Act* to allow eligible individuals to claim credit on a T1 income tax return for political contributions made in accordance to the B.C. *Local Elections Campaign Financing Act*.

## **R12 Accessibility Funding for Passenger Directed Vehicles**

**Vancouver**

**WHEREAS** Bill 55, the BC Passenger Transportation Amendment Act which took effect September 16, 2019, imposes a \$0.30 fee for each non-accessible vehicle trip but otherwise does not determine how or when those funds will be deployed to support accessibility of Passenger Directed Vehicles (PDVs);

**AND WHEREAS** the disability community has identified a number of PDV accessibility concerns, including but not limited to lack of accessible vehicles or central dispatch for accessible vehicles, accessible booking or payment processes or compulsory driver training:

**THEREFORE BE IT RESOLVED** that the UBCM calls on the provincial government to work in consultation with the Passenger Directed Vehicle industry, disability community, and local government representatives in order to design and implement an Accessibility Funding Strategy for all Passenger Directed Vehicle fleets that ensures that transportation options for persons with disabilities are equal to those provided to

non-disabled persons in all Passenger Directed Vehicle fleets, and specifically that all fleets have sufficient numbers of wheelchair accessible vehicles, and accessible booking, dispatch and payment processes.

### **R13 Accessibility Guarantee for Passenger Directed Vehicles**

**Vancouver**

**WHEREAS** Bill 55, the *BC Passenger Transportation Amendment Act* which took effect September 16, 2019, imposes a \$0.30 fee for each non-accessible vehicle trip but otherwise does not oblige Passenger Directed Vehicles to a timeline or otherwise mandate a percentage of all fleet vehicles be accessible;

**AND WHEREAS** According to statistics from the Passenger Transportation Board, about 14 per cent of taxis in the province and about 19 per cent in Metro Vancouver are accessible and in other jurisdictions Transportation Network Services (app-based ride hailing services) have demonstrated an ability to provide accessible vehicles as part of their fleet and business model:

**THEREFORE BE IT RESOLVED** that UBCM calls on the provincial government to work in consultation with the Passenger Directed Vehicle industry, disability community, and local government representatives in order to design and implement a Wheelchair Accessibility Guarantee for all Passenger Directed Vehicle fleets that support a minimum percent of all fleets are guaranteed to be wheelchair accessible, sufficient to ensure that transportation options for persons with disabilities are equal to those provided to non-disabled persons in all Passenger Directed Vehicle fleets.

### **R14 Reducing Truck Pollution on Residential-Adjacent Commercial Transport (Trucking Routes)**

**Vancouver**

**WHEREAS** the high number of older, heavy-duty diesel trucks travelling on residential-adjacent trucking routes exposes homes, schools, businesses and residents to significant traffic pollution linked to increased risk of respiratory diseases, such as asthma and heart disease. Of particular danger is soot, which is indicative of diesel exhaust, a carcinogen associated with lung cancer;

**AND WHEREAS** according to a July 2018 study by University of Toronto professors in collaboration with Environment and Climate Change Canada, the Ontario Ministry of Environment, Conservation and Parks, and Metro Vancouver, elevated levels of traffic pollution can be detected as far as 250 metres from major roads, putting thousands of British Columbians at risk of suffering serious health issues from living on or near commercial transport (trucking) routes:

**THEREFORE BE IT RESOLVED** that the Union of BC Municipalities (UBCM) lobby the Provincial and Federal governments to significantly strengthen regulations restricting

traffic pollution, particularly of the particulates (soot) emitted by heavy-duty vehicles as well as requiring fuel alternatives that significantly reduce pollution on residential-adjacent commercial transport routes.

#### **R15 B.C. Clean Kilometre Act for Ride Hailing Fleets**

**Vancouver**

**WHEREAS** Clean BC states that the province will prioritize reducing climate pollution by shifting vehicles, homes, industry and business off burning fossil fuels and toward greater use of clean B.C. electricity and other renewable energies, with a target of a 40% reduction in Greenhouse Gas emissions over 2007 levels by 2030;

**AND WHEREAS** approximately 40% of GHG emissions in B.C. are due to vehicles, and shifting to zero-emission vehicles will not only help the provincial and local governments meet Greenhouse Gas (GHG) emission-reduction targets but also strengthen the economy, improve air quality and public health, and reduce fuel costs for drivers:

**THEREFORE BE IT RESOLVED** that UBCM request the provincial government design and implement a BC Clean Kilometre Act for Ride Hailing fleets (Transportation Network Services) and taxi fleets (Passenger Directed Vehicles) that supports the targets set in Clean BC and the IPPC report and requires ride hailing fleets and taxi fleets to reduce their emissions accordingly and that this act be developed in consultation with the ride hailing industry and local government representatives, recognizing there may be differences in regional requirements based on availability of EV charging infrastructure.

#### **R16 Provincial Tools for Building Energy Bench Marking**

**Vancouver**

**WHEREAS** the Province of BC has communicated support for a 2017 UBCM motion requesting that the Province develop an energy benchmarking program requiring that buildings above a size threshold benchmark their energy performance and report this information to the province annually and that the resulting data be available to local governments to inform their climate policy and programs, but not yet acted on that motion—leaving room for additional direction;

**AND WHEREAS** the urgency to implement measures to help reduce Greenhouse Gas (GhG) emissions in the building sector has grown since the October 2018 Intergovernmental Panel on Climate Change (IPCC) report verified that drastic reductions in GhG emissions are needed by 2030 in order to avert catastrophic climate change impacts, and increasing numbers of local governments in BC (numbering 31 as of January 31, 2020) declare a global climate emergency and develop bolder plans to mitigate accelerating climate change:

**THEREFORE BE IT RESOLVED** that the Union of B.C. Municipalities (UBCM) request that the Province act on the 2017 UBCM motion for a building energy benchmark program

within a year and that the UBCM request of the Province that the program include appropriate industry support tools to facilitate easy compliance, a benchmark data management system accessible by local governments to help inform their industry engagement and policy development, and plans and timelines for expanding the program to include other building types.

#### **R17 Re-Examining Municipal Pension Plan Divestment**

**Vancouver**

**WHEREAS** since 2016, when the UBCM report, Primer on Fossil Fuel Divestment and the Municipal Pension Plan noted that “Divestment may compromise our investment strategy, increase risks and costs, and negatively affect our clients’ investment returns”, there have been major shifts in global climate science and investment strategies;

**AND WHEREAS** evidence is growing that fossil fuel-free funds are outperforming fossil fuel investments. The 2019 return on the B.C. Government Employees Union’s fossil fuel-free investments, for example, was 21.7 percent:

**THEREFORE BE IT RESOLVED** that the Union of B.C. Municipalities (UBCM) re-examine and update its 2016 Primer on Fossil Fuel Divestment and the Municipal Pension Plan report in light of globally changing investment and divestment strategies and inform B.C. Investment Management Corporation, as the provider of investment management services for B.C.’s Municipal Pension Plan, of the concerns regarding the growing financial risks related to investing in fossil fuels and its support for a plan, built on leading practices related to fossil fuel-free investment portfolios, to fully divest Municipal Pension Plan funds from fossil fuels.

#### **R18 Provincial Enabling of Property Assessed Clean Energy (PACE) Financing by Local Governments**

**Vancouver**

**WHEREAS** local governments in British Columbia are considering how to most effectively support members of their communities in actions to mitigate climate change, especially to reduce Greenhouse Gas (GHG) emissions from buildings, which account for over 50% of Greenhouse Gas (GHG) emissions in many communities, but are challenged by the fact that the vast majority of buildings are privately owned and most building owners face financial barriers to energy and emission-reducing retrofits;

**AND WHEREAS** there is a reluctance by the Province to pursue public financing mechanisms for private buildings but rapidly growing interest by private investors to put their capital to work solving challenges such as climate change, while earning a reasonable return on investment—as evidenced by the \$11 trillion in funds being divested globally from fossil fuels in 2019 and nearly a billion dollars of third party private investment in Commercial Property Assessed Clean Energy Financing (C-PACE) in the United States in 2017 and 2018:

**THEREFORE BE IT RESOLVED** that the UBCM request that the Province update the Vancouver and Community Charters to enable B.C. local or regional governments to establish Property Assessed Clean Energy Financing programs that include accessing third party private investment.

**R19 Declaring a Homelessness Emergency: Making an Emergency Plan to Drastically Reduce Homelessness** **Vancouver**

**WHEREAS** British Columbia has at least 7,655 homeless people, and homelessness robs people of their security, dignity, rights and lives, as homeless people have about half the life expectancy as housed people;

**AND WHEREAS** Bill C-97 (June 21, 2019) containing the National Housing Strategy Act, and the federal right to housing legislation enshrines the need to “recognise that the right to adequate housing is a fundamental human right affirmed in international law.”:

**THEREFORE BE IT RESOLVED** that the UBCM call upon the Province to declare a Homelessness Emergency and work with all orders of governments, BC Housing and other partners on a Homelessness Emergency Plan to build or find dignified, affordable housing for at least 80 percent of counted homeless people within three years.

**R20 #AllOnBoardCampaign** **New Westminster**

**WHEREAS** youth across British Columbia and all people living in poverty deserve safe, easy, and affordable commutes;

**AND WHEREAS** a lack of affordable transportation is a significant barrier to social connection, access to services and labour market inclusion for low income adults and youth;

**AND WHEREAS** direct harm can be brought to low income adults and youth due to punitive fare evasion ticketing, which can impact credit ratings and further entrench poverty;

**AND WHEREAS** the #AllOnBoard campaign has been endorsed by business, labour, and advocacy organizations across British Columbia in their call to remove the barriers to public transit for youth and those experiencing poverty;

**THEREFORE BE IT RESOLVED** that UBCM ask the provincial government work to make transit access more equitable by supporting free public transit across BC for youth under 19 years of age;

**AND BE IT FURTHER RESOLVED** that UBCM ask the provincial government support a sliding scale monthly pass system based on income;

**AND BE IT FURTHER RESOLVED** that UBCM ask BC Transit and TransLink proactively end the practice of fare evasion ticketing of minors, and introduce community service and restorative justice options for adults as an alternative to fare evasion tickets.

**R21 Clean Vehicle Initiatives**

**New Westminster**

**WHEREAS** a key part of the CleanBC program is “Move. Commute. Connect.”, an Active Transportation Strategy with the goal to make it easier for people to commute to work or school using active transportation methods in order to cut down on carbon pollution and help improve the liability of our communities;

**AND WHEREAS** the CleanBC program also includes the “CEVforBC” program that provides rebates of up to \$8,000 for the purchase of a new electric or plug-in hybrid automobile, recognizing that incentives to alternatives to gasoline vehicles reduces greenhouse gas emissions, and makes our communities cleaner, safer, and more liable;

**AND WHEREAS** recent advances in technology have resulted in a new generation of “Electric-Assist Cycles” that make cycling more accessible to more people for their daily commutes and shopping and recreation trips, allowing people to make more efficient, GHG-free and healthy transportation choices;

**AND WHEREAS** there is no public policy or community benefit to incentivizing the purchase of electric automobiles that is not achieved in a greater extent by incentivizing the purchase of electric-assist cycles:

**THEREFORE BE IT RESOLVED** that UBCM ask that the provincial government expand the Clean Energy Vehicle program to include financial incentives for the purchase of electric assist cycles in scale with the incentives provided for the purchase of electric automobiles.

**R22 School Bus Safety**

**New Westminster**

**WHEREAS** motor vehicle seat belt laws have been fundamental to improved road safety in Canada over the past 40 years;

**AND WHEREAS** the US National Transportation Safety Board is now recommending three-point seat belts in all new school buses and 37 states are now either requiring three-point seat belts for school buses or have started down the legislative pathway towards this requirement;

**AND WHEREAS** Transport Canada recognizes that seat belts on school buses can offer added protection for school-age children, have created technical requirements for their installation and use, and allow provinces, territories and school bus operators to decide whether to install seat belts;

**AND WHEREAS** the Ministry of Education has the authority to set standards to protect the safety of public school students in British Columbia, and the Ministry of Public Safety and the Office of the Solicitor General are responsible for regulating road safety in British Columbia:

**THEREFORE BE IT RESOLVED** that Union of British Columbia Municipalities call upon the BC Ministry of Education and the BC Ministry of Public Safety to mandate that all buses transporting students in British Columbia be equipped with seat belts that meet Transport-Canada regulatory standards and institute programs to assure those belts are used safely.

### **R23 Community Amenity Contributions**

**Coquitlam**

**WHEREAS** communities, across BC are challenged to enhance and deliver services and amenities including but not limited to affordable housing, community centres, park and fire service expansion to ever increasing populations;

**AND WHEREAS** Development Cost Charges do not adequately address many of these items, as such guidelines were established by the Provincial Government under which local governments could ask for “Voluntary Contributions” from development to provide a range of identified amenities yet no accompanying legislation was established to support the guidelines;

**AND WHEREAS** local governments undergo extensive negotiations and processes to establish and secure commitment for these voluntary contributions from development, further encumbering and delaying the delivery of much needed housing stock across the affordability spectrum;

**THEREFORE BE IT RESOLVED** that UBCM request that the Provincial Government work with local governments and key stakeholders including the development industry to establish legislation under which the charging of Community Amenity Contributions is enforceable and inclusive of pre-established objectives and costs much in the manner of Development Cost Charges.

### **R24 A Provincial Extended Producer Responsibility Program for Cigarettes and Vaping Products**

**Delta**

**WHEREAS** waste from smoking cigarettes and vaping is unsightly, toxic to the environment and marine life, and is one of the most common sources of litter in many communities;

**AND WHEREAS** awareness and enforcement campaigns, have been ineffective in addressing the problem, and public ashtray programs have had mixed success;

**THEREFORE BE IT RESOLVED** that UBCM request the B.C. government to:

- (i) work with the Canadian Council of Ministers of the Environment (CCME) to include cigarette and vaping waste as a priority product category for extended producer responsibility in Canada, consistent with the *2019 Canada-Wide Action Plan on Zero Plastic Waste*; and
- (ii) work with industry to implement a province-wide extended producer responsibility deposit-return program for cigarettes and vaping waste to eliminate litter generated by smoking.

#### **R25 Safety Requirements for Existing Secondary Suites**

**Delta**

**WHEREAS** secondary suites in single family dwellings are a widespread form of affordable rental accommodation in many B.C. communities;

**AND WHEREAS** the B.C. Building Code does not provide sufficient flexibility to allow existing secondary suites in single family dwellings to meet current B.C Building Code requirements without incurring significant costs associated with reconstruction:

**THEREFORE BE IT RESOLVED** that UBCM request the B.C. government to establish a province-wide policy on alternative life safety requirements for existing secondary suites in single family dwellings.

#### **R26 Housing Supports for Adults with Developmental Disabilities**

**Delta**

**WHEREAS** adults with developmental disabilities receive only \$375 a month for shelter (housing) which is inadequate to allow them to live independently;

**AND WHEREAS** adults with developmental disabilities are not eligible for BC Housing subsidies, and BC Housing refers them to Community Living BC for additional support;

**AND WHEREAS** Community Living BC provides support to address disability-related housing needs, but cannot fund the actual cost of housing:

**THEREFORE BE IT RESOLVED** that UBCM request the B.C. government to ensure that the totality of supports available for adults with developmental disabilities is adequate to support long-term independent-living, or semi-independent living with minimal supports, within their communities.



**R27 Establish Standards for Building Electrification  
Heat Pumps and Water Heaters**

**District of North Vancouver**

**WHEREAS** currently local governments are prohibited from requiring local standards or technical requirements;

**THEREFORE BE IT RESOLVED** that UBCM request that the Province enact legislation to empower local governments to establish standards for building electrification, heat pumps, and water heaters.

**R28 Congestion Pricing**

**District of North Vancouver**

**WHEREAS** congestion leads to a plethora of issues, such as increased air pollution, increased GHG emissions, and reduced quality of life for individuals;

**AND WHEREAS** congestion charges have been successful in cities around the world;

**THEREFORE BE IT RESOLVED** that UBCM request that the Province enact legislation to enable municipalities to impose and collect vehicle congestion charges.

**R29 Green Roofs**

**District of North Vancouver**

**WHEREAS** Currently the Local Government Act allows a local government to require landscaping under section 527 and to control runoff under section 523, but the LGA and Community Charter do not empower local governments to require and enforce the related building standard of construction (prohibited under the Building Act) or to require and enforce maintenance of green roofs, including with security requirements;

**THEREFORE BE IT RESOLVED** that UBCM request that the Province amend the Local Government Act to empower local governments to expressly require green roofs and enforce the related building standard of construction, and to require and enforce maintenance of green roofs, including with security requirements.

**R30 Predominant Purpose of Bylaw**

**District of North Vancouver**

**WHEREAS** the original intent of section 9(2) of the Community Charter was to give a council unfettered discretion to elect to adopt a bylaw under a head of power determined by the council such that a bylaw will be upheld if it is attacked on the basis that the predominant purpose in fact (versus the legitimate purpose elected by the council) is one requiring ministerial approval;

**AND WHEREAS** the original intent and effect of section 9(2) was that a municipality need only determine one proper purpose for a bylaw to be valid, “even if members of Council may have

had other motivations”: International Bio Research v. Richmond (City), 2011 BCSC 471 at para. 43;

**THEREFORE BE IT RESOLVED** that UBCM request that the Province amend section 9(2) of the Community Charter to provide that (a) a bylaw is presumed to be enacted validly, in good faith and for a proper purpose if the council elects to determine in the bylaw the predominant purpose, and (b) that the council may adopt a bylaw under more than one head of power under the Community Charter, whether this is a matter of concurrent jurisdiction under section 9(1).

### **R31 Regulate or Prohibit in Relation to Business**

**District of North Vancouver**

**WHEREAS** the current statute limits the authority to only “regulating” in relation to “business” and the original white paper on the Community Charter contained the proposed authority to “prohibit” as well as “regulate”, as in Alberta, Saskatchewan, Manitoba, Ontario, Toronto, Winnipeg and Yukon;

**AND WHEREAS** in order to proceed with several climate change best practices, it will be necessary to prohibit certain business practices, such as selling fossil fuel heating systems after a certain date;

**THEREFORE BE IT RESOLVED** that UBCM request that the Province amend section 8(6) of the Community Charter to enable a council by bylaw to regulate or prohibit in relation to businesses, business activities and persons engaged in business.

### **R32 Water Conservation and Grey Water Use**

**District of North Vancouver**

**WHEREAS** local governments may require water conservation and grey water use in relation to a drainage system under section 8(2) and (3)(a) of the Community Charter, and as a condition in a phased development agreement under section 516(3) of the Local Government Act, but not in relation to plumbing requirements for new buildings or the retrofitting of old buildings;

**THEREFORE BE IT RESOLVED** that UBCM request that the Province enact legislation to empower local governments to require water conservation and grey water use in relation to plumbing and drainage requirements for new buildings or the retrofitting of old buildings.

### **R33 GHG Reporting for Business**

**District of North Vancouver**

**WHEREAS** Businesses in Canada are currently required to report their emissions only if their facilities emit 10,000 tons or more CO2 equivalent per year;

**AND WHEREAS** carbon reporting for businesses is recognized as an important mechanism for corporate social responsibility;

**THEREFORE BE IT RESOLVED** that UBCM request that the Province amend section 8(6) of the Community Charter to enable a council by bylaw to regulate or prohibit, or impose requirements, in relation to businesses, business activities and persons engaged in business.

**R34 GHG Reduction Legislation**

**District of North Vancouver**

**WHEREAS** Measuring and reducing carbon pollution is critical to addressing the climate emergency;

**AND WHEREAS** the courts are currently bound by the Plastic Bag Decision which would likely require ministerial approval of environmental bylaws and limit authority under the other heads of power;

**THEREFORE BE IT RESOLVED** that UBCM request that the Province enact legislation to enable local governments to require GHG emission reduction or elimination, including the sale or installation of fossil fuel heating systems and sale of fossil fuel vehicles, and require upgrades to or removal of fossil fuel heating systems.

**R35 Regional Geo-Hazards**

**Pemberton**

**WHEREAS** the landscape of many rugged outdoor areas of BC face exposure to multiple hazards with potential for natural disaster, such as forest fires, landslides and flooding which impact residents as well as the traveling public;

**AND WHEREAS** the majority of Provincial funding that is available is for response-related activities after an event has occurred;

**THEREFORE BE IT RESOLVED** that UBCM request that the Province be requested to allocate funding to support more pro-active measures for risk management of regional geohazards through the establishment of consistent and regular monitoring,

**R36 Provincial Funding for Dike Upgrades**

**Pemberton**

**WHEREAS** the Diking infrastructure is crucial to flood mitigation for the protection of residents and the general public;

**AND WHEREAS** the Provincial government will only allocate funding for dike upgrades which meet high-cost seismic standards;

**AND WHEREAS** neglecting dike upgrades while trying to facilitate designs that are to seismic standards could leave residents vulnerable to flooding disasters and exposed to massive and inevitable response costs in the interim;

**THEREFORE BE IT RESOLVED** that UBCM request that the Provincial government consider applications for funding for dike upgrades which may not meet seismic standards, but would allow for essential and cost-effective minor upgrades.

**R37 Free Menstrual Products in Civic Facilities**

**Port Coquitlam**

**WHEREAS** equity-based policies around access to menstrual products helps to support inclusion, mobility, reduces stigma, and promotes gender equality;

**AND WHEREAS** the Province of British Columbia issued ministerial order M149/89 on April 3, 2019, requiring all public schools to have free menstrual products in school restrooms and numerous jurisdictions across British Columbia and Canada have enacted policies to provide menstrual products in school, park, and civic restrooms to promote the health, mobility, and participation of citizens;

**THEREFORE BE IT RESOLVED** that the UBCM call upon the Province of British Columbia to provide policy direction and funding to cover the costs associated with providing free and accessible menstrual products in local and regional government run civic facility restrooms, including parks, libraries, shelters, service centres, police, judicial and incarceration centres.”

**R38 Emergency Mitigation and Preparedness**

**Harrison Hot Springs**

**WHEREAS** the Province has adopted the Sendai Framework for Disaster Risk Reduction;

**AND WHEREAS** proposed changes to the *BC Emergency Program Act* will include disaster mitigation as an additional local government responsibility;

**THEREFORE BE IT RESOLVED** that UBCM request that the Province be similarly required by legislation to undertake disaster mitigation work on all lands and facilities under the care and control of the Province where emergency events could negatively impact adjacent communities under local government jurisdiction.

**R39 Extended Producer Responsibility**

**Harrison Hot Springs**

**WHEREAS** the Province has adopted recycling regulation of the Environmental Management Act;

**AND WHEREAS** BC’s Industry-led product stewardship programs require producers of designated products to take extended producer responsibility for the life cycle management of their products;

**THEREFORE BE IT RESOLVED** that UBCM request that the Province include a regulation for producers of child car seats, mattresses and upholstered furniture ensuring the producers’

responsibility for the life of the product and reducing municipal waste disposal costs; the amount of garbage in landfills and a reduction in illegal dumping.

#### **R40 Sustainable Development Goals**

**Squamish**

**WHEREAS**, all 193 member nations of the UN General assembly adopted the 17 Sustainable Development Goals for achievement by 2030 to ensure a better, and more sustainable, equitable, peaceful, survivable, and prosperous future for all;

**AND WHEREAS**, every level of government has authority over areas critical to progress on most of the Sustainable Development Goals;

**THEREFORE BE IT RESOLVED** that the Province require all local government to report on their efforts and progress in achieving each of the Sustainable Development Goals within their geographic jurisdiction;

**AND BE IT FURTHER RESOLVED** that the UBCM Executive work with the Province to help local governments improve their reporting and accountability over time by developing a standardized reporting approach for the Sustainable Development Goals at a municipal and regional level.

#### **R41 Regulate Sale and Installation of Fossil Fuel Infrastructure**

**Squamish**

**WHEREAS** many local governments have declared climate and ecological emergencies and have set significant targets to reduce emissions, to protect the environment, and to support health, wellness, and quality of life;

**AND WHEREAS** many existing and new buildings rely on gas or oil for cooking, air and water heating, and as a consequence have high greenhouse gas emissions footprints even at Step 5 of the BC Energy Step Code, and that currently local governments are restricted in their ability to regulate the sale, rental, and installation of cooking, heating and hot water systems in new and existing buildings;

**THEREFORE BE IT RESOLVED** that UBCM request the BC government to enact legislation to empower local governments to regulate the sale, rental and installation of fossil fuel cooking, heating and hot water systems in new and existing buildings.

#### **R42 Facilitating Clean Energy Retrofits**

**Squamish**

**WHEREAS** many local governments have declared climate and ecological emergencies and have set significant targets to reduce emissions, to protect the environment, and to support health, wellness, and quality of life;

**AND WHEREAS** existing buildings account for 11% of BC’s current greenhouse gas emissions, and retrofitting those buildings is critical to BC meeting its climate targets, while bringing money into the economy, adding new jobs to the market, and reducing energy bills for citizens;

**AND WHEREAS** a “Property Assessed Clean Energy (PACE)” program is an effective way to facilitate critical building retrofits, but existing legislation creates a significant administrative burden and other barriers for local governments wanting to implement an effective PACE program;

**THEREFORE BE IT RESOLVED** that UBCM request the BC government to enact “Property Assessed Clean Energy (PACE) legislation” following the PACE Alberta legislative checklist to develop a “pay as you save” energy retrofit incentive program for residential and commercial building owners.

**R43 Home Emissions and Energy Labelling/Rating** **Squamish**

**WHEREAS** many local governments have declared climate and ecological emergencies and have set significant targets to reduce emissions, to protect the environment, and to support health, wellness, and quality of life;

**AND WHEREAS** existing buildings account for 11% of BC’s current greenhouse gas emissions, and retrofitting those buildings is critical to BC meeting its climate targets, while bringing money into the economy, adding new jobs to the market, and reducing energy bills for citizens;

**AND WHEREAS** Home Emissions and Energy ratings and labelling provide a good system for homeowners and buyers to raise awareness of their property’s Emissions and Energy performance which in turn helps to encourage changes to reduce property emissions, but currently there is no statutory authority for a local government to require Emissions and Energy labelling or rating;

**THEREFORE BE IT RESOLVED** that UBCM request the BC government to enact legislation to enable a local government to require building Emissions and Energy rating and labelling.

**R44 Solving RCMP Municipal Resource Pressures** **Squamish**

**WHEREAS** many regions in British Columbia are experiencing population growth in addition to provincial promotion of industrial and tourist activity in rural or remote areas that do not have the necessary public safety infrastructure;

**AND WHEREAS** BC has seen an almost 30% increase in Provincial Parks and Recreation Site visitation since 2014, most of which are outside municipal boundaries;

**AND WHEREAS** municipalities impacted by industrial or tourism hot spots outside their boundaries have experienced increased criminality and road safety issues with minor or no

increases in Provincial RCMP police resources resulting in municipal RCMP police resources becoming the backstop to address the pressures created by rural population growth, provincial tourism promotion and industrial project approvals;

**THEREFORE BE IT RESOLVED** that UBCM request the Minister of Public Safety and Solicitor General of BC develop a funding model whereby Provincial RCMP resources increase and are allocated to regions across BC at a rate aligned with provincial tourism and/or industrial activity growth and rural population increases in that region.

#### **R45 Tiny Home Legitimization**

#### **Squamish**

**WHEREAS** communities across B.C. are experiencing a housing crisis, and the full spectrum of affordable small housing forms and options that could meet their needs are not currently available to them;

**AND WHEREAS** tiny homes, single detached housing units less than 46.45 square metres (500 square feet) distinct from mobile homes or recreational vehicles and meant for full-time living, could support infill densification (as laneway alternatives), and yet some of their features are not permissible as per the B.C. Building Code (and the National Building Code), therefore unavailable to communities in need of financially accessible and affordable small housing options;

**THEREFORE BE IT RESOLVED** that UBCM ask the Province to work with the BC Building Code Interpretation Committee to review the 14 Code change requests (ranging from application of the code, definitions within the code, combination rooms, ceiling heights, doorways, stairs, guards, smoke detectors, escape windows and lateral loads to plumbing fixtures) made at the federal building code level in support of mobile tiny houses in March 2017 by the Canadian Home Builders' Association;

**AND BE IT FURTHER RESOLVED** the Province should incorporate these changes into Part 9 of the *BC Building Code*, that would define tiny houses as allowable permanent dwellings, and thus permit them to be constructed where local government official community plans and zoning bylaws deem them appropriate.

#### **R46 Fair Access to Funding for Regional Public Transit**

#### **Squamish**

**WHEREAS** access to reliable public transit is critical to building affordable, healthy, connected, safe, equitable, accessible, and carbon neutral communities;

**AND WHEREAS** the South Coast British Columbia Transportation Service Region (Vancouver Area) and the Victoria Regional Transit Service Area (Victoria Area) have access to a funding model that allows them to share the cost of public regional transit between drivers, user fares, and tax payers; however, this funding mechanism is not available to local governments outside of the two aforementioned areas;

**THEREFORE BE IT RESOLVED** that UBCM request that the government of BC and BC Transit work together in 2020 to build on the current municipal/provincial cost sharing model to include a three-way cost-share funding model (drivers, fares, and provincial/municipal taxes) for sustainable public regional transit and make this new model available to all local governments in time for 2021 budget cycles.

#### **R47 Practical Measures for Resource Roads**

**Squamish**

**WHEREAS** the changing role of natural resource roads for communities (due to population growth, diversified commercial and recreational uses) and various emerging issues (safety, search and rescue, evacuation planning) are not being adequately addressed by the current management framework; and

**AND WHEREAS**, opportunity for stakeholders including the local public and local government to participate in collaborative road use planning and decision making can be frustrated by lack of information exchange and confusing or inadequate protocols, classifications and definitions;

**THEREFORE BE IT RESOLVED** that UBCM request the BC government to implement certain immediate practical measures to facilitate integrated resource road use management and planning including, as recommended in the 2010 UBCM/ Province of B.C. Joint Resource Roads and Communities Committee report:

1. To explore by policy the ways and means and criteria to distinguish resource road classes defined as high community or public use resource roads, along with flexible, result-oriented definitions for their maintenance (including deactivation); and
2. To initiate, through collaboration, local platforms for information exchange and dialogue on road management matters between public, commercial and resource industry parties with an interest in resource roads.

#### **R48 ICBC Data for GHG Reduction Efforts**

**Squamish**

**WHEREAS** BC's transportation sector accounts for about 37 percent of the Province's total greenhouse gas emissions;

**AND WHEREAS** local governments are struggling to find accurate data that quantifies the transportation emissions in their municipality or region so that they can develop local action plans to reduce greenhouse gas emissions from this sector;

**THEREFORE BE IT RESOLVED** that UBCM request that the BC government require ICBC to collect mileage data when drivers renew their vehicle insurance and then share the data of kilometres driven and fuel and vehicle type annually with local governments.



**R49 Speculation and Vacancy Tax**

**District of West Vancouver**

**WHEREAS** housing affordability is a key challenge in many communities facing high median home prices, including a number of homes that are vacant;

**AND WHEREAS** the Province reported that in 2018, \$58 million was collected under the Speculation and Vacancy Tax program;

**AND WHEREAS** the Province gave the City of Vancouver the power to impose its own vacancy tax, which has provided Vancouver with approximately \$40 million in additional revenue:

**THEREFORE BE IT RESOLVED** that UBCM request that the provincial government provide local governments with the power to levy their own Speculation and Vacancy Tax, so that they too can address housing affordability and other community effects of vacant homes.

**R50 Creation of Risk-Sharing Model that Returns Strata Premiums  
And Owner Deductibles to 2019 Levels**

**White Rock**

**WHEREAS** strata corporations in British Columbia have seen insurance premiums swell up to several hundred percent, and strata owners similarly had deductibles rise exponentially, all due in part to climate change-related risk aversion by insurers:

**AND WHEREAS** stratas have increasingly become British Columbians' residence of choice because of their relative affordability and improved land use, but those perceived values are now threatened over escalating insurance costs;

**AND WHEREAS** the loss of multi-unit homes as a viable housing option for British Columbians would be economically catastrophic to our province:

**THEREFORE BE IT RESOLVED** that UBCM request that the Province act swiftly and decisively to create a risk-sharing model that returns strata premiums and owner deductibles to 2019 levels, adjusted for inflation.

**R51 Benefits of Public Car Insurance**

**Burnaby**

**WHEREAS** public car insurance creates local jobs and significant investments in municipalities through road safety and improvement, grants-in-lieu, and community grants while providing greater control to municipalities to plan for risks and costs;

**AND WHEREAS** jurisdictions with only private insurance options have experienced significant rate hikes year after year while accident benefits dramatically decline;

**THEREFORE BE IT RESOLVED** the UBCM will call on the provincial government to preserve public car insurance, including jobs and local investments, in British Columbia.

**R52 Addressing Increases to Condominium Insurance**

**Burnaby**

**WHEREAS** stratified condominium home ownership is a growing form of tenure in communities across the province and insurance rates have been increasing;

**AND WHEREAS** over the past year condominium stratas have experienced substantial increases to insurance premiums or found it difficult to secure an insurer for their buildings;

**THEREFORE BE IT RESOLVED** that the Union of BC Municipalities call upon the Province to take action to address the skyrocketing costs for condo insurance.

**R53 Supporting Tenants and Local Governments in the Delivery of Tenant Assistance**

**Burnaby**

**WHEREAS** local governments have limited authority to require enhanced protections for tenants, except in limited instances, such as rezoning applications;

**AND WHEREAS** the benefits provided to tenants under local government tenant assistance policies often help vulnerable individuals and families in the community, including those receiving income assistance from senior levels of government;

**AND WHEREAS** even when local government tenant assistance policies may apply, implementation and enforcement of local government tenant assistance plans are challenging due to overarching provincial mandates, jurisdiction, and processes;

**THEREFORE BE IT RESOLVED** that UBCM urge the provincial government to review the *Residential Tenancy Act* and other provincial legislation to:

- Allow local governments the ability to require tenant assistance, such as financial compensation and supports to tenants above those required in the *Residential Tenancy Act*, for additional types of permits and applications, and provide local governments greater enforcement powers to ensure compliance and delivery of tenant assistance benefits secured by local government;
- Ensure monthly rental supplement payments received during displacement as benefits under local government tenant assistance policies are not considered income, which may inadvertently affect an individual's ability to qualify for income and disability assistance programs and other financial assistance; and,
- Have the Office of the Information and Privacy Commissioner for British Columbia create guidance documents for local governments and landlords on the collection of personal information for the purpose of tenant assistance policies.

**WHEREAS** cost is a significant barrier to people accessing contraception, particularly to people with low incomes, youth, and people from marginalized communities;

**AND WHEREAS** providing free prescription contraception has been shown to improve health outcomes for parents and infants by reducing the risks associated with unintended pregnancy, and is likely to reduce direct medical costs on the provincial health system;

**AND WHEREAS** contraceptive methods targeted at men and those with penes (i.e., condoms or vasectomies) are available at low cost, no cost, or are covered by BC's Medical Services Plan;

**AND WHEREAS** contraceptive methods for people with uteruses (i.e. birth control pills, intra-uterine devices, or hormone injections) have high up-front costs, making access to contraception unequal and gendered;

**THEREFORE BE IT RESOLVED** that the UBCM call on the provincial government to make all prescription contraception in BC available at no cost under the Medical Services Plan.