



The Village of
PORT CLEMENTS
"Gateway to the Wilderness"

36 Cedar Avenue West
PO Box 198
Port Clements, BC
V0T1R0
OFFICE: 250-557-4295
Public Works: 250-557-4295
FAX: 250-557-4568
Email : office@portclements.ca
Web : www.portclements.ca

7:00 p.m. Regular Meeting of Council Monday, July 15, 2013

AGENDA

1. ADOPT AGENDA.

2. PETITIONS, DELEGATIONS & OPENING OF SEALED TENDERS.

D-1-RCMP Quarterly Report

3. MINUTES.

M-1-Regular meeting of Council Tuesday, July 2, 2013

M-2-Small Craft Harbour Committee Monday, June 3, 2013

4. BUSINESS ARISING FROM THE MINUTES & UNFINISHED BUSINESS.

5. ORIGINAL CORRESPONDENCE.

C-1-MIEDS-Community Appointment to GwaiiTel Society

C-2-Meeting at UBCM with Premier Christy Clark

C-3-Meeting at UBCM with Coralee Oakes, Minister of Community, Sport and Cultural Development

C-4-Skeena Queen Charlotte Regional District invite for feedback re: UBCM meetings

C-5-Request for Support Skeena Queen Charlotte Regional District's Resolution No. 287-2013,
Coastal Ferries: Fiscal Fairness & Long Term Strategy

6. GOVERNMENT.

7. FINANCE.

F-1-Cheque Listing July 10, 2013

F-2-Revenue and Expense Review 2nd Quarter ended June 30, 2013

F-3-Borrowing Resolution

8. NEW BUSINESS.

NB-1-Report to Council-Ditch Alteration Request

NB-2-Report to Council-Fire Department Alarm System

NB-3-Report to Council-Hazardous Properties Update

NB-4-Haida Gwaii Trader advertising program

NB-5-Crown Land Applications invite to comment

NB-6-Request to Council – Attendance at BC Mayor's Caucus

9. ACTION ITEMS.

A-1-See Attached

10. REPORTS & DISCUSSIONS.

11. QUESTIONS FROM THE PUBLIC & PRESS.

ADJOURNMENT.



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Minutes of the regular meeting of the Port Clements Council held Monday July 2nd, 2013 in the Council Chambers.

Present:

Mayor Cheer
Councilor Gaspar
Councilor Gould
Councilor Falconbridge

CAO Kim Mushynsky

Mayor Cheer called the meeting to order at 7:00pm

1. ADOPT AGENDA.

2013-196 - Moved by Councilor Gaspar, seconded by Councilor Falconbridge
THAT the agenda be adopted with the following amendment – add to move to in-camera per CC Section 90(1)(h) prior to adjourning.

CARRIED

2. PETITIONS, DELEGATIONS & OPENING OF SEALED TENDERS.

3. MINUTES.

M-1 – Regular Meeting of Council Monday June 17, 2013

2013-197 – Moved by Councilor Gaspar, seconded by Councilor Falconbridge
THAT we accept the minutes from the June 17, 2013 Regular Council meeting as presented.

CARRIED

M-2 – Barge Sub-committee meeting Thursday May 16, 2013

2013-198 – Moved by Councilor Gaspar, seconded by Councilor Falconbridge
THAT we accept the Barge Sub-committee minutes from May 16, 2013 as presented.

CARRIED

M-2 – Port Rec Commission meeting Thursday May 30, 2013

2013-199 – Moved by Councilor Falconbridge, seconded by Councilor Gaspar
THAT we accept the Rec Commission minutes from May 30, 2013 as presented.

CARRIED

M-3 – Port Rec Commission meeting Tuesday June 18, 2013

2013-200 – Moved by Councilor Falconbridge, seconded by Councilor Gaspar
THAT we accept the Rec Commission minutes from June 18, 2013 as presented.

CARRIED

4. BUSINESS ARISING FROM THE MINUTES & UNFINISHED BUSINESS.

5. ORIGINAL CORRESPONDENCE.

6. GOVERNMENT.

11-1

7. FINANCE.

F-1 – Cheque Listing to June 26, 2013

2013-201 – Moved by Councilor Gaspar, seconded by Councilor Falconbridge
THAT we accept the cheque listing as presented.

CARRIED

8. NEW BUSINESS.

NB-1 – Report to Council – Gwaii Trust & Gwaii Forest Charitable Trust

2013-202 – Moved by Councilor Gaspar, seconded by Councilor Gould
THAT we open this up for discussion.

CARRIED

2013-203 – Moved by Councilor Gould, seconded by Councilor Gaspar
THAT we receive and file the information provided by the Administrator

CARRIED

9. ACTION ITEMS:

10. REPORTS AND DISCUSSIONS.

Councilor Falconbridge – Canada Days (Rangers & Fire Dept)

Mayor Cheer – Protocol Mtg, MIEDS AGM, Tsunami Info Session, Canada Days

Council Gaspar – Rec committee mtg, SQCRD Mtg (Observer), Canada Days

Councilor Gould – SQCRD mtg, Protocol Mtg, MIEDS AGM

Administrator – Tsunami Info Session, Canada Days

2013-204 Moved by Councilor Gaspar, seconded by Councilor Falconbridge
THAT we move to an in-camera meeting per CC Section 90(1)(h) at 7:55pm

CARRIED

ADJOURNMENT.

2013-205 - Moved by Councilor Falconbridge, seconded by Councilor Gaspar
THAT the meeting be adjourned at 8:35pm

CARRIED

Wally Cheer,
Mayor

Kim Mushynsky,
Clerk/Treasurer



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Minutes of the Small Craft Harbor Committee meeting held Monday June 3, 2013 in the Council Chambers.

Present:

Mayor Cheer
Councilor Gould
Councilor Gaspar
Dave Unsworth – public representative
Craig Beachy – public representative

Absent: Oliver Bell – public representative, Councilor Falconbridge

Clerk/Treasurer Kim Mushynsky

Chairman Gaspar called the meeting to order at 5:35pm

1. ADOPT AGENDA.

Moved by Councilor Gould, seconded by Mayor Cheer
THAT we adopt the agenda as presented.
CARRIED

2. MINUTES.

3. NEW & BUSINESS ARISING FROM THE MINUTES.

NB-1 – Introductions and Review of Goals


The committee reviewed the goals attached and decided that a vision of what types of boats we wish to cater to/attract in the future will affect the decision making for some of the other goals – therefore this needs to be a first step in moving forward.


- Dave Unsworth to bring maps to next meeting which show penetration depths for pilings at dock
- We need to determine how to get permission to divert the path of Rennie Creek in order to reduce the silt build-up and therefore the amount of dredging that is required in the future
- We need to prioritize the goals and then work on 1-2 each meeting to keep the momentum of the group moving forward

NB-2 – Meeting Schedule

The committee will meet the 2nd Monday of each month – beginning July 8th, 2013 at 6pm. Kim to invite Christina Engel to our August meeting.

ADJOURNED – 6:45pm


Matt Gaspar
Councilor/Chair


Kim Mushynsky,
CAO

Subject: Community Appointments to GwaiiTel Society

Hello Everyone,

As per the new bylaws, adopted at the July 5, 2013 GwaiiTel Society Special Meeting, the communities will need to appoint their representative for the GwaiiTel Society Board, to act on their behalf.
Please forward the names and contact information to me at the above email address.

Communities are defined as:

Masset, Old Massett Village Council
Village of Masset
Village of Port Clements
Skidegate, Skidegate Band Council
Village of Queen Charlotte
SQCRD Areas D & E

Best Regards.
Mary Lou



June 26, 2013

Dear Mayors and Regional District Chairs:

As we prepare for the upcoming UBCM Convention at the Vancouver Convention Centre in September, I wanted to let you know that my caucus colleagues and I are looking forward to listening to the discussions around the issues and initiatives that affect your communities. We will review and consider all of your recommendations with regard to provincial government matters and incorporate them into our discussions.

As governments at every level face difficult economic times, the theme of the 2013 Convention, *Navigating the Local Landscape*, and the symbol of *The Compass*, are good metaphors. Together you will identify the best course of action to navigate through the global economic downturn. Your discussions will guide you and your successes will be instructive.

If you would like to request a meeting with me or a Cabinet Minister on a specific issue during this year's convention, please fill out the online form at <http://www.fin.gov.bc.ca/UBCM/> . The invitation code is MeetingRequest2013 and it is case sensitive.

I look forward to seeing you at the 2013 UBCM Convention. If you have any questions, please contact my UBCM Meeting Request Coordinator, Tara Zwaan, at 604-775-1600.

Sincerely,

A handwritten signature in black ink that reads "Christy Clark".

Christy Clark
Premier



Dear Mayors and Chairs:

It is my pleasure to write to you regarding scheduling appointments at the upcoming annual UBCM Convention taking place in Vancouver, September 16 to 20, 2013. As the new Minister of Community, Sport and Cultural Development, I am particularly looking forward to attending the Convention and meeting with many of you.

You will have recently received a letter from Honourable Christy Clark, Premier, containing information about the online process for requesting a meeting with the Premier and Cabinet Ministers. I am pleased to provide you with information regarding the process for requesting a meeting with me, as well as with provincial government, agency, commission and corporation staff.

If you would like to meet with me at the Convention, please complete the online form at: [CSCD Minister's Meeting](#) and submit it to the Ministry of Community, Sport and Cultural Development contact identified before **August 12, 2013**. Meeting arrangements will be confirmed, or you will be advised of alternate arrangements, by early September. I will do my best to accommodate as many meeting requests as possible.

Ministry staff will be sending you, via email, the provincial appointment book listing all provincial government, agency, commission and corporation staff that are available to meet with delegates at the Convention, as well as providing you with details about the online process for requesting a meeting.

I would also like to remind your community to apply for the "2013 Open for Business Awards," which support government's commitment to implement the BC Small Business Accord. The Award provides \$10,000 for up to 20 local governments that best demonstrate they are operating within the spirit of the BC Small Business Accord principles. The application deadline is July-12, 2013. Instructions for the award and the online version of the application can be found at: www.SmallBusinessRoundtable.ca.

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Mayors and Chairs
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I look forward to another productive Convention and to working with you in the year ahead.

Sincerely,

A handwritten signature in cursive script, reading "Coralee Oakes".

Coralee Oakes
Minister

pc: Honourable Christy Clark
Premier

Her Worship Mayor Mary Sjostrom
President
Union of British Columbia Municipalities

Kim

From: Joanne Fraser <jfraser@sqcrd.bc.ca>
Sent: June-27-13 3:22 PM
To: rbedard@portedward.ca; robert.long@princerupert.ca; cao@queencharlotte.ca;
cao@portclements.ca; vom@mhtv.ca
Cc: jmerrick@sqcrd.bc.ca
Subject: Joint Meeting for UBCM Convention

Good Morning,

At the June 22nd, 2013 Regional District Board meeting, the Board advised staff to schedule a meeting with the appropriate ministries at the upcoming UBCM Convention regarding two goals within their 2013-2014 Strategic Priorities Plan:

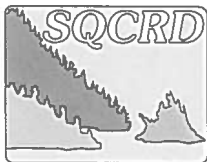
1. Developing and advocating for a Regional District strategy that addresses the rising cost of travelling on BC Ferries, as well as other transportation costs and expenses impacting all the communities on the North Coast; and
2. Developing a Regional District plan that advocates for more revenue sharing for our communities based on the natural resources that are being extracted from the area.

The Board inquired whether the member municipalities would be interested in joining them to hold this meeting. As these issues are more regional in nature, they feel it would be more beneficial to have a united front.

Please provide your feedback to Joan Merrick at jmerrick@sqcrd.bc.ca or (250) 624-2002 ext 23.

Thank you.

Joanne Fraser
Deputy Corporate Officer
Skeena-Queen Charlotte Regional District
100- 1st Avenue East
Prince Rupert, BC V8J 1A6
Phone: (250) 624-2002 ext 28
Fax: (250) 627-8493
Email: jfraser@sqcrd.bc.ca



SKEENA-QUEEN CHARLOTTE REGIONAL DISTRICT

100 - 1st Avenue East Prince Rupert, BC V8J 1A6

Phone: (250) 624-2002 Fax: (250) 627-8493

Website: www.sqcrd.bc.ca

June 28, 2013

File 470

Village of Port Clements
Box 198
Port Clements, BC
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Dear Mayor and Council:

Re: 2013 UBCM Resolution

At the June 22, 2013 Board meeting of the Skeena-Queen Charlotte Regional District, Resolution No. 287-2013 was adopted, as follows:

MOVED by Director Nobels, SECONDED by Director Racz, that the following resolution be forwarded to the Union of BC Municipalities for inclusion at the 2013 Convention.

Coastal Ferries: Fiscal Fairness & Long Term Strategy

WHEREAS the Union of BC Municipalities (UBCM) has requested that the Province abandons any plans to increase fares and/or reduce core ferry service levels, as such actions would have irreparable negative impacts on the economic well-being of Coastal British Columbia;

AND WHEREAS the UBCM has called on the Province to implement legislation that recognizes our coastal ferry services as essential extensions of our public highway system and ensures fiscal fairness between BC's terrestrial and marine highway systems;

AND WHEREAS the UBCM has requested that the Province develops a ferry services strategy that supports the sustainability of island economies and the coastal ferry service;

AND WHEREAS over the past year the Province has (a) failed to implement a ferry services strategy, (b) allowed the rapid escalation of ferry fares, and (c) began to implement a plan to slash services to ferry dependent communities;

.../2

Village of Port Clements
July 28, 2013
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THEREFORE BE IT RESOLVED that UBCM continues to lobby the Province to:

1. Work co-operatively with coastal communities on implementing a long term strategy for the ferry system that supports the strengthening and sustainability of island economies and the coastal ferry service;
2. Implement legislation that recognizes the ferry system as an extension of our highway system and ensures fiscal fairness between the marine and terrestrial components of our highway system; and
3. Freeze ferry fares and service levels at 2013 levels until such time as the legislation and strategy are implemented.

We respectfully ask for your support on this resolution at the 2013 UBCM Convention. We have also attached the background information we have forwarded to UBCM, for your reference.

Yours truly,

SKEENA-QUEEN CHARLOTTE REGIONAL DISTRICT



Barry Pages
Chair

Attachments

:jmf

A Summary of the Maradadi Pacific Holding Ltd. report entitled

**British Columbia Ferry Corporation
And
Fiscal Fairness for Ferry-Dependent Communities**

The focus of the report is that the current structure for BC Ferries (BCF) fails the test of fiscal fairness and discriminates against those who live in coastal communities.

The report states that:

The coastal ferry system was originally created to be a "government-sanctioned monopoly" that worked "as a tolled extension of the British Columbia highway network," and was established as "part of the government's commitment to the regional economic growth of all regions of the province".

Ferry-Dependent Coastal Communities (FDCC) and their economies "provide tax contributions of roughly 36% of BC's annual revenue," the paper says, "yet this area only benefits from about 6% of capital expenditure on highways, including the expenditure on ferries."

"The ferry service has been considered 'essential' to the economic well-being of residents in FDCC throughout its history."

The principle of fiscal fairness "has its roots in the practice of government-sanctioned monopoly services provided by both federal and provincial governments since joining confederation," as well as in the Canadian Constitution and the Charter of Rights and Freedoms.

"BCF, as it is currently constituted, violates the British Columbia government's fiduciary obligation to 20% of British Columbians who live in ferry-dependent coastal communities".

The company's funding shortfall is due to debt servicing costs and other aspects of the funding structure imposed on it by the BC Liberal government. The low level of funding given to BCF "violates the government's obligation to the equitable distribution of revenue from taxes collected for the provision of regional economic growth".

The Province's "lack of commitment to the provision of affordable transportation services within FDCCs has created growing hardship for the citizens who live in these communities, and has proven to be a serious impediment to economic growth."

Further, the paper notes, while expecting BCF users to pay ever-higher fares, the Province "has committed hundreds of millions of dollars as BC's contribution to Canada's multi-billion dollar Pacific Gateway Transportation Project for major road, rail and port development," without including coastal ferry routes in that project.

The report also compares BCF to 14 inland free-to-users ferry routes, which are administered through the Ministry of Transportation and Infrastructure, including one head-to-head comparison of two very similar ships and routes - an inland service for which the fares are free, and a coastal service which costs \$43.15 for car and driver, not counting taxes. The inland ferries have an annual operating expense of \$20.8 million and travel similar distances to some of the coastal ferry commuter routes. Furthermore, many of these inland ferries have far longer hours of operation.

British Columbia Ferry Corporation
and
Fiscal Fairness for Ferry-Dependent Communities

Executive Summary

January 2013

Report prepared and owned by
Maradadi Pacific Holdings Ltd.



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Introduction

The BC Ferry Service Inc (BC Ferries) as it is currently constituted violates the British Columbia government's fiduciary obligation to 20% of British Columbians who live in ferry-dependent coastal communities. The foundation of this fiduciary obligation rests within the long-established principle of fiscal fairness. This principle has its roots in the practice of government-sanctioned monopoly services provided by both federal and provincial governments since joining confederation. The principle received further authority with the establishment of the Canadian Constitution and the Charter of Rights and Freedoms. Further, the level of funding provided BC Ferries violates the government's obligation to the equitable distribution of revenue from taxes collected for the provision of regional economic growth.

Background

The British Columbia Ferry Corporation (BCFC) was created as a government-sanctioned tolled highway service. This was established as part of the government's commitment to the regional economic growth of all regions of the province. The ferry service has been considered "essential" to the economic well being of residents in Ferry-Dependent Coastal Communities (FDCC) throughout its history.

In order to maintain and protect this service, the BC government created the BC Ferry Corporation as a government-sanctioned monopoly to operate as a tolled extension of the British Columbia highway network connecting FDCC.

The original financing of this service was obtained through the BC Toll Bridges and Highways Authority in the same manner that other major capital highways projects were built during the same period. The Ministry of Transportation and Infrastructure (MoTI) has played a prominent part over the years, in its various forms, in the administration of BC Ferries as a functional part of British Columbia's transportation system. Currently, MoTI is responsible for the management of the Coastal Ferries Services Contract between BC Ferries and the Government of British Columbia.

This lack of commitment to the provision of affordable and transportation services within FDCC has created growing hardship for the citizens who live in these communities, and has proven to be a serious impediment to economic growth.

This paper will demonstrate that the April 1st, 2013 fare hike that has been approved by the BC Ferry Commissioner is unwarranted given that it comes at a time when the provincial

government has committed hundreds of millions of dollars as BC's contribution to Canada's multi-billion dollar Pacific Gateway Transportation Project for major road, rail and port development.

Fiscal Fairness

Fiscal Fairness is the practice of government that ensures that all taxpaying citizens are treated in an equitable manner, where services are provided through government-supplied programs, or government-sanctioned monopolies including Crown Corporations. In a decentralized country like Canada, a strong fiscal transfer program is critical to ensure that all Canadians in all parts of the country have reasonably comparable levels of public services at reasonably comparable levels of cost.

The principle of fiscal fairness and regional equality has a long history in Canada, and today extends from the federal government to all other levels of government by virtue of the government's authority to collect taxes, and the subsequent spending powers as provided for within the Canadian Constitution Act of 1982 and the Charter of Rights and Freedoms.

"Parliament and the government of Canada are committed to the principle of making equalization payments to ensure that provincial governments have sufficient revenues to provide reasonably comparable levels of public services at reasonably comparable levels of taxation." (Subsection 36(2) of the Constitution Act, 1982)

Canada Health Transfer, Equalization, and the Canada Social Transfer constitute 93.8% of fiscal cash transfers to the provinces from the federal government. These fiduciary requirements of the federal crown underline the commitment to fiscal fairness in the delivery of health services, transfer payments for the purpose of regional equality, and an equal opportunity for every Canadian to access basic social services.

The establishment of universal programs such as national health care recognizes the need for government subsidy so that Canadians have equal access to services. This is outlined within Section 3 of the Canada Health Act 1982:

"It is hereby declared that the primary objective of Canadian health care policy is to protect, promote and restore the physical and mental well-being of residents of Canada and to facilitate reasonable access to health services without financial or other barriers."

It is accepted that these standards, when implemented, will impose obligatory spending by the provinces where "cost sharing agreements" are in place.

The commitment to equalization payments was introduced following the depression of the 1930s to correct fiscal imbalance between the provinces. Over the years, the method of determining the federal transfer of dollars to the provinces has changed, but in every change, *the principle of fiscal fairness was maintained.*

Provincial equalization payments are now calculated using a ten-province standard based on five tax bases: personal income tax, business income tax, and consumption tax, property tax, and natural resource revenues. To further ensure fiscal fairness, a capacity cap ensures that equalization payments will not raise a province's total fiscal capacity above that of the lowest non-receiving province.

Our national commitment to the principle that every Canadian is equal to every other Canadian, as enshrined in the Charter of Rights and Freedoms, regardless of where in this country she or he lives, has been an underpinning of many rounds of discussions and agreements between prime ministers and premiers of all stripes, as well as within the lower ranks of government at both the federal and provincial level.

Crown Corporations: Equitable Service and Fiscal Fairness

Governments, both federal and provincial, have used Crown Corporations for the provision of government financed services at comparable levels across this country and they have become a cornerstone of Canadian democracy. Crown corporations are often granted *virtual monopoly status* by government, although in recent years there has been greater cooperation with private sector partners.

The use of Crown Corporations has been most common in sectors such as transportation, telecommunications, utilities and power generation, but they extend into many parts of the economy, including alcohol sales, gaming, finance, business development, insurance, agriculture and culture.

The reason that successive governments, both federal and provincial, have honoured this convention is because of their commitment to fiscal fairness in the governing of Canada; the size and nature of Canada's physical geography, the disparate resource wealth and potential wealth of the provinces, along with a widely dispersed and diverse multicultural population has required it.

Canada Post

Canada Post has historically benefited from an exclusive privilege on the collection, transmission and delivery of letters. It provides an example at the national level of the practice of fiscal fairness and regional equality. The *Canada Post Corporation Act* requires the Corporation to provide “universal postal service” by establishing a “postal stamp price” that is fair and reasonable, while being sufficient to defray the costs incurred in the conduct of its operations.

Canada Post delivers mail on every week day to all Canadians at the same *postage stamp price* regardless of where in the country they live.

Crown Corporations in British Columbia

BC Hydro

BC Hydro, one of the largest Crown Corporations in British Columbia, employs approximately 6,144 people, supplies power to approximately 94 per cent of the province’s population, and owns 80 per cent of the province’s electricity generation and distribution system. This allows BC Hydro to fulfill its primary purpose, which is to ensure that all British Columbians have a stable source of electricity at a regulated price regardless of where they live. This shows fiscal fairness.

In October 2008, BC Hydro made application for the removal of the flat rate, and introduced the Residential Inclining Block (RIB) rate which is a two-stepped conservation rate structure that provides incentive for conservation purposes, while it holds to the principle of fiscal fairness by establishing the same base rate for all British Columbians regardless of where they live. This application was approved by the British Columbia Utilities Commission (BCUC).

Despite some opinion that RIB rate opens the door for unfair electrical rate increases, the *principle* of fiscal fairness remains, as the base rate has not changed and any additional rate is primarily based on increased consumption. All residential customers will pay the same base rate up to 1600 kWh per two-month billing cycle. People who live in Ferry-Dependant Coastal Communities where delivery costs are higher are not required to pay more for electricity than the base rate charged to a consumer in the Fraser Valley or Prince George. The new conservation rate structure is revenue neutral and has been implemented to encourage conservation, not generate more revenue for BC Hydro through the two-step conservation rate.

The conservation rate applies equally to all residential and industrial customers regardless of where they live/operate, the kind of house/building they reside in, and how they use electricity. (Source: 2012 Energy Conservation Rates, Ministry of Energy, Mines and Natural Gas and Responsible for Housing)

The Liquor Distribution Branch (LDB)

The Liquor Distribution Branch is another example of a government Crown Corporation which has virtual monopoly status through the management of a centralized liquor distribution system. The LDB meets the test of fiscal fairness by providing for equal pricing of liquor products throughout the province through government-owned liquor stores that ensure an equal opportunity to access the same product selections at standard prices through a central catalogue.

The LDB employs approximately 3,500 British Columbians and regulates the distribution, importation, and retailing of alcoholic beverages under the Liquor Distribution Act. The LDB operates approximately 224 liquor stores throughout British Columbia.

The LDB also oversees the operating agreements of special beverage alcohol retailing programs such as private beer and wine outlets. The LDB's centralized distribution system is responsible for distributing product not only to LDB retail outlets, but also to cold beer and wine stores that are privately-owned, and to licensed establishments throughout BC.

British Columbians who live on Salt Spring Island, Thetis Island, or Powell River are not expected to pay a different shelf price from a consumer who lives in Chilliwack, Prince George, downtown Vancouver, or any other place in British Columbia. The same shelf price for product carried within the catalogue is charged throughout British Columbia.

The British Columbia Transportation and Finance Authority (BCTFA)

The BCTFA is a Crown Corporation established in 1993 under the Build BC Act, and had its origins in the BC Toll Highways and Bridges Authority. In December of 2004 the Build BC Act was repealed and replaced by the Transportation Act which became the legislative authority under the jurisdiction of the Minister of Transportation and Infrastructure.

As a Crown Corporation, the BCTFA is mandated to “acquire, construct, hold and improve transportation infrastructure... (It) is obliged to take full responsibility for providing services to the general public by holding and improving the infrastructure over their useful lives” (Source: Consolidated Financial Statements, Transportation Financing Authority, March 31, 2012)

The BCTFA has sole authority for development, management and administration of highways under the Highways Act. The BCTFA has no direct employees, with staffing services provided by the Ministry of Transportation and Infrastructure. The BCTFA Crown Corporation owns all provincial highways, owns land held for construction of future transportation infrastructure, and related administration.

The Minister of Transportation and Infrastructure is responsible for the BCTFA and as the sole member of the Board of Directors is also mandated under the Highways Act to work with partners and other levels of government to provide funding to develop and deliver cost-effective public transit, ferry services and cycling networks. In addition, the ministry is required to “open up B.C. through innovative, forward-thinking transportation strategies that move people and goods safely, and fuel our provincial economy.” (Source: Ministry of Transportation and Infrastructure 2013/14 Service Plan)

In that regard, government falls to meet the test of fiscal fairness because it falls short of its mandate with respect to one in five, or 20% of, British Columbians who live in ferry-dependent coastal communities and who do not benefit from the same level of government investment in the “tolled portion” of highway which is serviced under the Ferry Services Act.

It is important to note that the role of the BC Transport Finance Authority was expanded when it took under its control the **British Columbia Railway Company** incorporated under the *BC Railway Act* April 2010. BCRC’s stated mandate is to support the Pacific Gateway Transportation Strategy 2012-2020, (PGTS 2012-20) a \$26 billion dollar commitment from the province of BC, along with partnership with the federal government and private partners.

This mandate is to be fulfilled by acquiring and holding railway corridors, strategic port lands, and infrastructure investments, for the benefit of British Columbia. The BCRC, which owns the railway lands and track infrastructure formerly owned by BC Rail, is now a wholly-owned subsidiary of the BC Transportation Financing Authority. Further lands surplus to railway or port needs are held by BCR Properties Ltd and are mandated to be sold under the direction of staff in the Ministry of Transportation and Infrastructure.

The reason that the above information is relevant to this report is because despite the mandate of the PGTS 2012 – 2020, the public coastal ferry transportation of BC Ferries plays *no* part in the Pacific Gateway Transportation Strategy. This is despite the fact that the region serviced by BC Ferries has pulp and paper production, lumber and wood-related production, mining and other significant economic activities that are directly related to the mandate of the PGTS 2012 – 2020 initiative. This further speaks to the lack of fiscal fairness for British Columbians in FDCCs.

BC Transportation and Finance Authority and Inland “Freshwater” Ferries

The BCTFA, in cooperation with the MoTI, continues to fund and administer contracts for fourteen ferry routes in the interior of British Columbia which run *free* to the user as part of their obligation to highway funding. These inland “freshwater ferries” are administered through the Marine Branch of MoTI, which also holds responsibility for the administration of the Coastal Ferries Services Contract which provides authority to BC Ferries to operate.

The operational imperative for the inland ferries is the same as that of the coastal ferries, with the exception of the ticket prices charged for coastal ferries. The 2013 MoTI services plan describes the interior ferries as:

“...an integral link in British Columbia's transportation network”. Ministry 2013 Service Plan

The latest version of the Coastal Ferries Services Contract describes the coastal marine service as:

“integral to economic growth and development in British Columbia, and getting people and goods to their destinations...” Coastal Ferries Services Contract (Consolidated version) March 31, 2008

The interior routes include six vessels, five reaction ferries, two aerial tramways (winter use), five cable ferries, plus tugboats and barges, all of which provide services to the customer at no charge. The fleet carries more than 2.4 million passengers and more than 1.5 million vehicles annually without charge to the user at an annual operating cost of \$20.8 million and (Ministry of Finance – Budget Estimates - 2013)

Companies such as Western Pacific Marine Ltd. and WaterBridge Ferries Inc currently contract with the Ministry of Transportation and Infrastructure to provide a variety of services over the Fraser River, the Upper and Lower Arrow Lakes, Kootenay Lake, Adams Lake, and Francois Lake to name only a few. While these services vary in vessel type, and style, they all have one thing in common, namely that they are FREE to the user.

Some examples of such service are:

The Barnston Island/Port Kells Ferry: On the Fraser River at bottom of 104th St., Surrey;

Shelter Bay to Galena Bay: Crossing point is 49 km south of Revelstoke on Highway 23 serviced by two vessels, MV Galena and MV Shelter Bay. The MV Galena with a 30 car and 144 passenger capacity (new vessel under construction) provides year-round free ferry service for the 20 minute crossing, 20 hours a day, 5:00am to 12:00am every day.



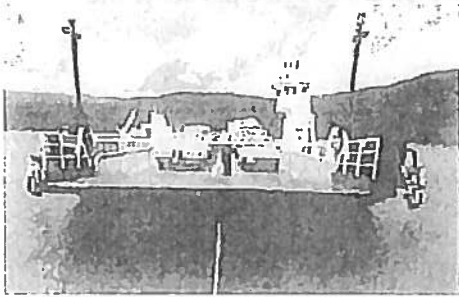
MV Galena

The second vessel "Shelter Bay" provides additional service during summer months.



MV Shelter Bay

Needles: Crosses Lower Arrow Lake, 59 km south of Nakusp on Highway 6 providing year-round ferry service, 24 hours a day, every day.



Arrow Park: Crosses Arrow Lakes 22km south of Nakusp on Highway 6 at Arrow Park between the hours of 5:10 am to 9:20.

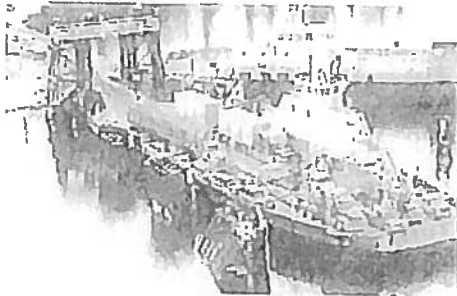
Adams Lake Ferry: Provides 24 hr service (emergency only between the hours of 3:00 am and 5:00 am) across Adams Lake 20 km north of Highway 1 between Chase and Sorrento.

Kootenay Lake Ferry: Two vessels provide service across Kootenay Lake 35 kilometres east of Nelson on Highway 3A, between Balfour (west side) and Kootenay Bay (east side). The daily schedule is provided by the M.V. Osprey 2000 (pictured below) which sails from Balfour, 6:30 a.m. – 9:40 p.m. and from Kootenay Bay, 7:10 a.m. – 10:20 p.m. In the summer months the MV Osprey 2000 is supplemented by the vessel MV Balfour providing additional daytime sailings between 10:40 am and 6:10 pm. All are free to the user.



MV Balfour

Francois Lake: Crosses Francois Lake on Highway 35 about 26 kilometres south of Burns Lake, from the community of Francois Lake over to Southbank. The carrying capacity is 52 vehicles and 145 passengers with year round service from 5:30 am to 11:00 pm daily. The service is free.



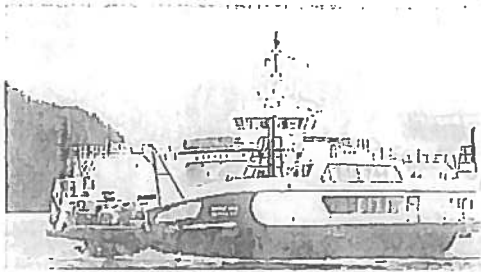
MV Francois Forester

A Capital Cost Comparison

Since 1998, successive governments, both NDP and Liberal, have committed to capital expenditures for the construction of new inland ferries, primarily to service the Upper and Lower Arrow Lakes.

In the year 2000, the MV Osprey was completed at a reported cost of \$24.6 million. The Osprey, designed and built in the interior of British Columbia, is similar in design to the Century Class vessels that were designed and constructed in Vancouver for the BC Ferry Corporation.

In further understanding the matter of the lack of fiscal fairness it is worth noting the following comparison between the MV Osprey 2000 which, as we have noted above is part of the free interior ferry service financed by the MoTI and the MV Skeena Queen, built in the mid-1990s as a new Century Class of vessels designed and paid for by BC Ferries to provide service to the shorter island routes.



MV Osprey 2000 – Kootenay Bay Ferry

Year built – 1999/2000

Cost of Construction - \$24.6 Million

Vessel capacity – 80 Cars – 250 passengers

Vessel operating speed – 15 knots

Crew of 5 persons

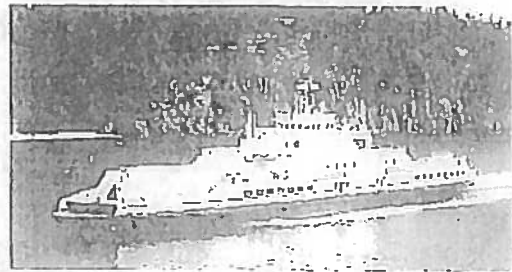
Passenger accommodation is provided on either side of wheelhouse, on center span over car deck.

Catering services are provided on board

Travel time to destination – 35 minutes

Cost of Car + driver = Free

Passenger Cost = Free



MV – Skeena Queen – Fulford/Salt Spring Island

Year built 1996

Cost of Construction \$21 million*

Vessel Capacity – 100 Cars – 600 passengers

Vessel operating Speed – 18knots (reduced)

Crew of 7 persons

Limited passenger accommodation is on either side of wheelhouse, on centre span over car deck.

No catering, only vending machines available

Travel time to destination – 35 minutes

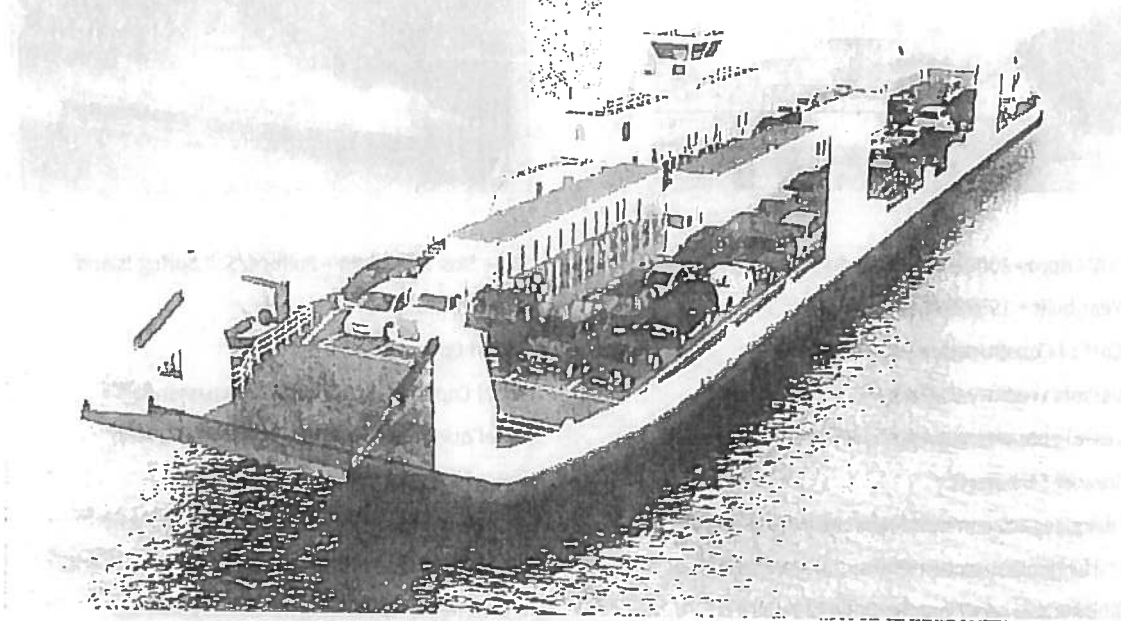
Cost of Car +driver = \$43.15 + applicable tax

Passenger Cost = Adult \$10.90, Child (5 – 11) \$5.45

*It should be noted that there was considerable interference from BC Ferries with the selection of the engines put into the Skeena Queen. The selection of Mitsubishi high speed diesel engines was done at the insistence of BC Ferries and against the advice of McLaren and Sons, the designer, and Allied Shipyards of Vancouver, the builder. The result was an additional cost of \$2.5 million for the four engine replacements, along with the operational costs incurred due to vessel replacement during extensive dry dock and service interruptions. In 2002 the high speed engines were finally replaced and medium speed engines installed resulting in a more troubled free performance. By contrast the MV Osprey commissioned by Ministry of Transportation and Infrastructure and financed through the BCTFA where the design was approved through a standard government procurement process and the designer and builder left to provide the vessel as per the approved specifications, the vessel has operated relatively trouble free.

In June 13, 2012 the B.C. Government announced the awarding of a \$26.5-million contract to WaterBridge Steel Inc. of Prince George to build a new ferry for the 30 minute crossing between Shelter Bay and Galena Bay in the Upper Arrow lakes.

UPPER ARROW LAKE FERRY



The new vessel will be a drive-on, drive-off, open-decked ferry capable of transporting 80 cars and 250 passengers, and will be constructed in the Community of Nakusp creating 65 local jobs. When it goes into service it will be free to local residents, businesses and tourists alike.

Review of the British Columbia Ferry Corporation

The British Columbia Ferry Corporation was established in 1958 through the Toll Highways and Bridges Authority (BCTHBA) which was a government Crown Corporation to provide public ownership of transportation routes previously serviced by the Canadian Pacific Railway and private carrier Blackball Ferries.

The government of Premier W.A.C. Bennett established the service in part as a response to labour unrest that led to job action. He declared that a reliable and affordable connection between Vancouver and Victoria constituted an essential service because British Columbians have a right to uninterrupted and affordable transportation services to their communities. Premier WAC Bennett, a successful man of business, knew that if the provincial economy was to grow that the communities of British Columbia needed to be connected by road, and in the case of coastal communities by ferries which like bridges and tunnels extended the highway by overcoming natural barriers to the movement of goods, services and people.

BC Ferries was one of three capital acquisitions undertaken by Premier WAC Bennett through the Toll Highways and Bridges Authority.

1. The purchase of the Lions Gate Bridge in 1955 for \$5.6 million;
2. The construction of the Deas Island Tunnel, (now Massey Tunnel) in 1956 for \$26 million; and,
3. The building of the first two BC Ferries, MV Queen of Tsawwassen and MV Queen of Sydney 1959 -1960 along with terminal infrastructure for a total of \$12.2 million.

These three assets all carried a toll (fare in the case of BC Ferries) and were wholly owned by the BCTHBA as part of the Bennett's commitment to a province-wide highway system in order to facilitate the economic growth of British Columbia communities. Tolls on the Deas Island Tunnel and the Lions Gate Bridge were removed in 1963; Fares on BC Ferries continue to rise.

Other notable highway projects that were undertaken by the BCTHBA as part of the province-wide strategy for highway development by the Bennett government included the Hart highway in the North-East, the Hope-Princeton Highway opening up the connection to the South Okanagan, the Yale tunnel within the difficult Fraser Canyon, the Richter Pass along the Salmo-Creston Highway, and the Christina Lake to Castlegar Highway.

There is no charge for the use of any of the roads in British Columbia. *Highways are free to all British Columbia users*, with the exception of tolls recently approved on the Golden Ears Bridge and the newly-constructed Port Mann Bridge.

In 1961, the BCTHBA took the decision to expand the ferry service and purchased the Blackball Ferry Company for \$6.6 million dollars integrating it as a part of the BC Ferry Service in order to expand government-funded marine transportation service from the original Tsawwassen to Swartz Bay route to include service Horseshoe Bay to Gibsons (Langdale) and to Nanaimo.

On January 1, 1977 BC Ferries was formed as a government-sanctioned monopoly Crown Corporation to operate the coastal ferry service that was initiated by the Province in 1960. The mandate of the original contract with BC Ferries reads:

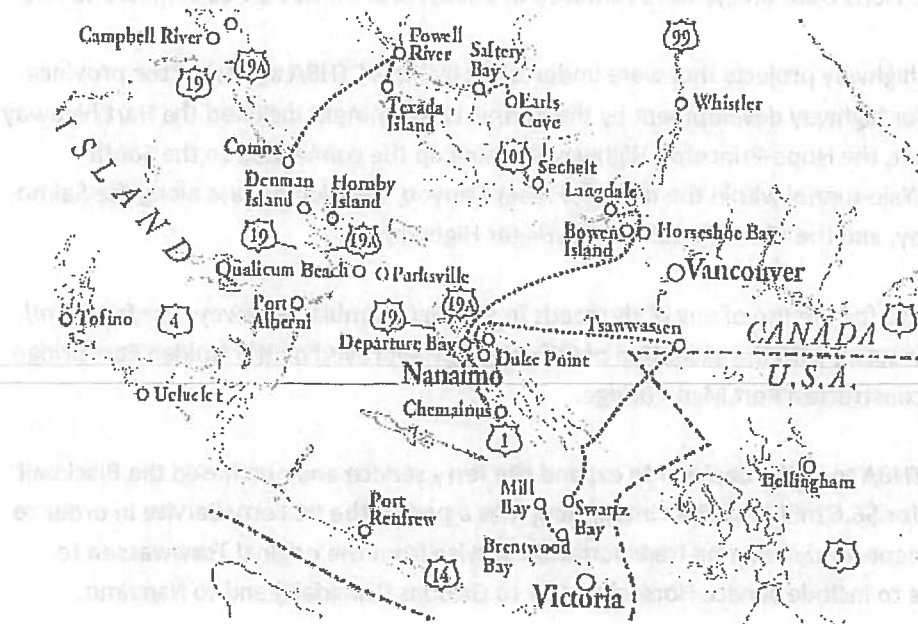
The coastal ferry system is integral to economic growth and development in British Columbia, and getting people and goods to their destinations safely, efficiently and on time is essential if British Columbia is to be competitive in the world economy in which it operates.

And

BC Ferries is an integral part of British Columbia's coastal ferry system, linking Vancouver Island to the mainland of British Columbia and linking many other coastal communities.

In the mid-1980s BC Ferries took over the saltwater branch of the Ministry of Transportation and Highways which ran K-class ferries to service small coastal island communities. As previously mentioned, privately contracted services administered by the Marine Branch of the Ministry of Highways and Infrastructure provide additional services across the Fraser River, and in the interior of the province.

Today's Major Southern Routes for BC Ferry Corporation



The 1990s was a volatile decade for BC Ferries as the NDP government, under the leadership of four premiers in ten years, engaged in the “political” management of the corporation. Most notable of controversies was the decision to construct three high speed aluminum catamarans to service the Horseshoe Bay to Departure Bay route. While the decision to use local designers and local labour provided a major injection to British Columbia’s flagging ship building industry, the requirement for upper and lower bow ramps to “fit” the existing docks was not part of the original high speed design, and the additional weight added to the bow to refit the ships proved costly in terms of the fuel required to lift the catamaran “on step”, and the wake from the additional speed caused damage to nearby floats and moorages.

The project went well over budget and added almost a billion dollars to the debt of the corporation, leaving few financial resources to undertake the capital expenditures necessary for the company to keep pace with the requirements of an aging fleet.

As BC Ferries became more politicized, less attention was paid to the overall needs of the people dependent on ferries as an extension of their highways. In 1999, several actions were taken to address what had become a fiscal crisis for the ferry system. First, the Board of Directors was removed and a new board made up of individuals with a background in marine business were appointed. Next, in order to put the crown corporation on a sound financial foundation, \$1.096 billion of the corporation’s debt was purchased by the government and funds were transferred to cover the deficit. In addition, legislation was passed dedicating 1.25 cents of the motor fuel tax to subsidize ferry service. Also, the federal government was forced to finally pay its contribution to the BC Ferry Corporation as part of its fiduciary responsibility for fiscal fairness in the financing of Highway 1, the TransCanada Highway, which travels by BC Ferry Corporation between Horseshoe Bay and Departure Bay, Nanaimo.

By the year 2000, the BC Ferry Corporation was back on sound financial footing, and moves were being made to integrate it into the financing model of the BCTFA. Late in 2000, a change of minister brought a change in approach: the three controversial new catamarans were put up for sale, and the BC Ferry Corporation was pushed to the back of the government priority list.

By 2001, BC Ferries was one of the largest ferry operators in the world, with more than 4,500 employees and providing year-round vehicle and passenger service on 25 routes to 47 terminals. The fleet of 35 vessels provided an essential transportation link that connected coastal communities in a wide and varied coastal economy that generated, on an annualized basis through industrial, commercial and residential fees, tariffs and taxes roughly 36% of the total annual revenue to the crown. BC Ferries represented a toll bridge linking communities together and facilitating the movement of people, goods and services.

In 2001, a change in government brought another change in approach to the BC Ferry Corporation, and in April 2003, BC Ferries was transformed from a Crown corporation into an independent, commercial organization under the Company Act. Although no longer a crown corporation, BC Ferry Corporation remained a company with a single shareholder, which was the government of BC. Under the 2003 structure, BC Ferry Corporation was governed by an independent Board of Directors appointed by the B.C. Ferry Authority. The B.C. Ferry Authority (Authority) was an independent, no-share capital corporation created under Coastal Ferry Act (British Columbia) that held the single voting share issued by British Columbia Ferry Services Inc. (BC Ferries), a company incorporated in British Columbia, which was subject to the Business Corporations Act (British Columbia). The provincial government was the holder of all of the preferred shares of BC Ferries. The Authority appointed the Board of Directors of BC Ferries, and both the Authority and BC Ferries operated independent of the provincial government.

This structure has in large measure caused the operational difficulties of the BC Ferries for the following reason: the government used to own the controlling interest in BC Ferries, which had a book value of \$503,178,000. On April 2, 2003, the government issued BC Ferries a debenture for \$427,701,000, which BC Ferries promised to pay in cash. The government was issued 75,477 non-voting preferred shares in BC Ferries valued at \$1000 per share.

On May 27, 2004, BC Ferries paid the debenture of \$427,701,000 to the government. BC Ferries also paid the government \$25,879,191.49, which was an interest payment on the debenture. In addition, BC Ferries pays an 8% dividend per year of \$6,038,160 to the government on its preferred shares, a dividend paid annually for six years for a payment total of \$36,228,960.

In summary, since 2003, rather than the residents of ferry dependent communities receiving the benefit of government expenditure for their "marine highway" and unlike those who receive an annual benefit from expenditures on the construction of bridges, tunnels and highways financed by the BCHFA, and further enjoy the benefit of the annual highways operating capital, BC Ferries has instead be forced under this arrangement to pay money back to the government and recover those funds ferry users. To date, BC Ferries has paid the province \$489,809,000, almost half a billion dollars. This further confirms the government's failure to abide by 'fiscal fairness' in the application of tax dollars for transportation.

The Financial Picture

The region serviced by BC Ferries includes 51 Municipalities and Regional Districts including all of Vancouver Island, the Gulf Islands, Texada Island, Powell River, the Sunshine Coast, and many island communities within the Mount Waddington Region, as well as communities on the central coast, Prince Rupert, and Haida Gwaii. The population of British Columbians who live in this region constitute 19.7% (20%) of the British Columbia population (BC Stats).

For the purpose of this report, White Rock, (Surrey), Delta, Richmond, and the Greater Vancouver Regional District including West Vancouver and Lions Bay are not included in the 20%, even though it can be argued that given the location of ferry terminals and the base population of ferry workers, along with residents who frequently use the service, those communities both contribute to and benefit from the BC Ferries.

The population of British Columbia has grown by 1% province-wide over the last six years, with West Vancouver (2.3%), Vancouver (1.4%), and most Fraser Valley communities leading the way. With the exception of Bowen Island, communities dependent on BC Ferries have experienced much slower growth, and in some island communities, have declined. Victoria has experienced a 0.3% growth, slightly behind the Capital Regional District which posted a 0.4% growth over the last six years, as contrasted with lower mainland communities such as Surrey (1.9%), Langley District Municipality (1.4%) and Coquitlam at (1.4%).

These population figures are relevant when considered in light of future population densities and the increasing demand for transportation and infrastructure services in the lower mainland, where populations continue to concentrate. In their book "The Geography of Transport Systems" (2006), Jean-Paul Rodrigue, Associate Professor of Geography, Hofstra University, Claude Comtois, Professor of Geography, University of Montreal, and Brian Slack, Professor of Geography at Concordia University, discuss transport impediments that restrict free movement of people into areas that would otherwise experience growth.

When these principles are applied to the BC Ferry service to coastal communities in terms of amenities for potential commuters, it is clear that limited schedules and increasing ferry costs are a significant impediment to growth in those communities. Bowen Island and Gibsons/Sechelt are unique amongst communities serviced by BC Ferries in that they experienced population growth of 1.6% and 1.8% respectively in the last six years and provide a quality lifestyle for people who can commute to work in Vancouver. Even in these communities, rising ferry fares plus and the 4.1% to take effect on April 1st, 2013, seem to be having an effect, as in the last two years population numbers seem to be levelling off.

Rodrigue et al challenge the myth that distance is time. Given the densities that currently exist within the "bedroom" communities that feed into Vancouver, even short distances can take a long time to travel when in a traffic gridlock during rush hour. It is quite conceivable that if BC Ferries implemented a more frequent and affordable passenger service, ridership rates which are currently in decline would reverse, and not only would those communities that rely upon ferries experience desirable economic growth, but general population shifts may take place that will assist with regional infrastructure planning and costs currently carried by a handful of lower mainland communities.

However, the current policy outlined by BC Ferries takes the Corporation in a different direction. Over the last twenty five years, ferry fares have risen for people who live within some serviced communities by as much as 514%. In addition to increased fares, the service levels on many routes have declined. And this is happening when the BC government is spending a record amount of money on bridges, tunnels, roads, ports and land for highway right of ways.

Increased Fares of Selected Routes

Route (selective)	1987	1992	1997	2002	2007	2012	%incr.
Tsawwassen/Swartz Bay	\$ 19.50	\$ 25.50	\$ 38.00	\$ 43.00	\$ 55.15	\$ 65.30	335%
Horseshoe Bay/Langdale	\$ 20.50	\$ 25.50	\$ 32.75	\$ 35.75	\$ 35.75	\$ 49.25	240%
Port Hardy/Prince Rupert	\$ 174.00	\$ 260.00	\$ 312.00	\$ 332.00	\$ 441.30	\$ 614.00	353%
Saltery Bay/Earls Cove	\$ 20.50	\$ 25.50	\$ 32.75	\$ 32.75	\$ 49.25	\$ 60.75	296%
Horseshoe Bay/Bowen Island	\$ 12.50	\$ 15.50	\$ 21.00	\$ 24.00	\$ 34.15	\$ 41.85	335%
Comox/Powell River	\$ 20.50	\$ 25.50	\$ 31.00	\$ 32.50	\$ 47.50	\$ 57.95	283%
Powell River/Texada Island	\$ 7.80	\$ 10.50	\$ 14.75	\$ 18.75	\$ 27.65	\$ 34.05	437%
Nanaimo Harbour/Gabriola Island	\$ 7.80	\$ 10.50	\$ 14.75	\$ 18.75	\$ 27.65	\$ 34.05	437%
Tsawwassen to Gulf Islands	\$ 16.00	\$ 22.75	\$ 43.00	\$ 44.50	\$ 62.85	\$ 82.25	514%
Skidegate/Alliford Bay	\$ 6.30	\$ 8.75	\$ 13.00	\$ 16.75	\$ 25.05	\$ 30.95	491%

Note: the communities that are yellow highlighted, with the exception of Texada Island, are located on the BC mainland and not islands of the mainland coast.

Measuring the direct impact of these rate increases on local business and communities is a bit like proving that smoking is a direct cause of an individual's lung cancer. All evidence suggests a correlation between costs and declining economics, but it is hard to put definitive numbers forward. There is ample anecdotal information from as far ranging an economic group as commercial food transporters, tour bus drives, and B&B owners, however the most compelling statistical evidence comes from the BC Ferry Corporation themselves with record high tariffs and declining vehicle per run numbers.

Here is the chart showing the January 2013 Vehicle reductions Year to Date for selected routes with comparative numbers:

Route (selective)	% to Prev		
	YTD Curr Year	YTD Prev Year	YTD
Tsawwassen/Swartz Bay	771,962	780,889	-1.14%
Horseshoe Bay/Langdale	467,878	474,045	-1.30%
Port Hardy/Prince Rupert	4,454	4,682	-4.87%
Saltery Bay/Earls Cove	74,128	15,504	-1.82%
Horseshoe Bay/Bowen Island	197,769	204,440	-3.26%
Comox/Powell River	63,078	66,449	-5.07%
Powell River/Texada Island	36,037	35,181	2.43%
Nanaimo Harbour/Gabriola Island	148,654	148,590	0.04%
Tsawwassen to Gulf Islands	13,447	13,790	-2.49%
Skidegate/Alliford Bay	17,892	18,357	-2.53%

Note: The February numbers show a similar trend.

The December 2012 report from the Ferry Advisory Chairs states the following on the impact of increased fares on economic development and job creation:

"This is a significant failure. The reality in our communities is the exact opposite of this intended goal. Ferry fares are a significant barrier to economic development and job creation; they have triggered collapsing tourism, economic shrinkage and job losses. Examples abound."

Statistics verified by the BC Tourism Hotel tax database maintained by the Consumer Taxation Branch of the Ministry of Small Business and Revenue seems to quite clearly confirm that during the period of highest fare increases 2009/10 the highest drop in hotel visits occurred in hospitality (hotel) businesses located within ferry dependent communities.

These statistics further point to the lack of fiscal fairness in the application of tax dollars toward the construction, expansion and maintenance of British Columbia's transportation system. This despite the fact that such a commitment is mandated within the terms of reference for the Ministry of Transportation and Infrastructure.

In the fall of 2012, the BC government, faced with BC Ferries projection of a \$20 million dollar shortfall, commissioned a report from Kirk and Co. to provide some guidelines and

recommendations on next steps. The report titled, *Consultation and Engagement Summary Report*, was released in February 2013 and noted within the Executive Summary that:

Despite being comparable in efficiency with the world's best services, rising costs and declining ridership have created a financial challenge for the corporation. BC Ferries lost more than \$16 million in the fiscal year ending March 31, 2012. The independent BC Ferry Commissioner noted in his January 2012 report that, without changes, increasing costs and the ongoing need to replace aging vessels could drive funding shortfalls to \$56 million a year within the next five years. These shortfalls would have to be recovered through one or more of the following mechanisms: operating efficiencies, additional fare increases, service adjustments (mostly reductions), increased contributions from taxpayers or other forms of contributions from coastal communities.

It is worth noting that the mandate provided the author of this report did not include a review of the company itself, neither is there any mention of the debentures currently held by BC Ferries and reported within the notes to the BC Ferries Consolidated Financial Statements for the years ended March 31, 2012 and 2011.

The paper reports that a total of 4,518 participant interactions during the fall of 2012, with 2,056 people attending 41 consultation events that consisted of both small group meetings, open houses and webinars. In addition, the research team received 1,259 feedback forms in both hard-copy form and online, along with 703 written submissions and 500 people randomly selected to participate in an online public opinion poll. It is not clear that these numbers represent single attendees or whether or not there were multiple submissions via the various approaches made available.

The full report along with a summary of responses may be found at:

[http://www.coastalferriesengagement.ca/documents/report/BC Coastal Ferries Consultation and Engagement Summary Report 20130301.pdf](http://www.coastalferriesengagement.ca/documents/report/BC%20Coastal%20Ferries%20Consultation%20and%20Engagement%20Summary%20Report%2020130301.pdf)

It will not be surprising to readers to learn that while the matter of reduction of low capacity runs was split for and against, there is virtually no appetite for increase in fares and even less for increase in local taxes or the tax on fuel to provide additional revenue. One can only surmise that those opposed to increasing their taxation would have been much higher if the respondents had been provided a clearer picture of the overall debt situation of the company. What is clear is that those attending and participating on-line were not provided financial

statements that outlined the company debt. By asking ferry users to solve a \$20 million shortfall by the methods proposed was a bit like being asked to bandage a severed artery.

The time has come for the Government of British Columbia to realize that BC Ferries must be treated in all respects as part of the highway system and as such become a subsidiary to the British Columbia Highway Finance Authority so that it can be financed at a rate that is comparable to that of the highways in the rest of the province.

A review of the debt currently held by BRITISH COLUMBIA FERRY SERVICES INC., as provided in the Notes to Consolidated Financial Statements for Years ended March 31, 2012 and 2011, shows that the corporation currently carries a debt obligation of \$1.3 billion dollars with repayments due in the next five fiscal years, excluding debt carrying costs of interest payments and dividends, amounting to \$466 million, with an additional commitment of \$828 million and associated debt carrying costs through to the year 2021.

The debt payment schedule is reported in the following manner:

Year	2013	2014	2015	2016	2017	2020-2038
	\$ 9million	\$149million	\$270million	\$ 24million	\$ 24million	\$828million

British Columbia Ferry Services Inc. has used a variety of financial instruments in its bid to borrow capital for the construction of new vessels, building and replacing of terminals, along with other capital needs. At a time when we are experiencing record low rates of borrowing, the corporation is still saddled with accruing liabilities at interest rates that vary from a floating low of 1.47% to a high of 6.21% (an effective interest rate 6.33%) in Senior Secured Bonds, Series 08-2, due December 2013 of \$140 million.

In every respect, the BC Ferry mandate overlaps the mandate of the Ministry of Highways and Infrastructure, yet citizens are not required to make comparable contributions for the delivery of any other government-mandated essential service, least of all to pay for the cost of their highways in any way other than through the payment of their taxes.

By any measure, the amount of money borrowed and spent on behalf of the people of this province for the provision of transportation systems is disproportionate to that of the tariffs charged to users of BC Ferries. Consider the following comparison.

*BC Ferries total capital spending in fiscal 2013: approximately \$114 million;
 BC Transportation Financing Authority capital spending fiscal 2013: \$1.1 Billion;
 BC Ferries 2012 operating expenses net over revenue (-\$16.5M);
 BC Transportation Financing Authority expenses over revenue (-\$668M). (Source: audited consolidated financial reports BC Ferries and MoTI)*

The Ministry of Transportation and Infrastructure holds as its mandate to plan transportation networks, provide transportation services and infrastructure and to develop and implement transportation policies.

The Ministry also administers federal-provincial funding programs to build sustainable communities and to link *all* BC communities through innovative strategies that help to build our provincial economy. In order to achieve this goal, the BC Transport Finance Authority was established to secure long term capital requirements which run into billions of dollars every year. These expenditures are amortized to provide government time to realize the benefits that expanded infrastructure provides by creating a stronger economy, which then pays higher taxes to the government.

From 1952 to 2000, motor vehicle registrations went from 405,000 to 6.8 million. British Columbia has consistently had the highest ratio of cars to people in Canada. Despite the increase in fuel costs, the growth in our highway dependency in British Columbia has not significantly diminished. In 1946, the highway system consisted of 34,606 kilometres of road and the entire budget for all ministries in British Columbia that year was \$37 million. By the year 2000, the highway system had increased to 84,225 km of road, which cost British Columbians over \$400 million in maintenance alone, money that the users of BC highways were not asked to pay through special levies or tolls.

Today the BC Transportation Finance Authority raises \$420 million through taxation on fuel, with the general coffers of government collecting an additional \$484 million, leaving roughly \$11 million for transit contributions. BC Ferries would benefit if the provision of ferry services were stated as a stand-alone item revenue distribution from single source taxation such as the fuel tax.

Composition of fuel tax revenue distribution

(\$M)	2012/2013	2013/2014	2014/2015	2015/2016
Consolidated Rev Fund	484	488	493	498
BC Transit	11	11	11	11
BC Trans Fin Authority	420	423	426	428

Pacific Gateway Alliance

In 2010, the provincial government made the MoTI the lead ministry with respect to *The Pacific Gateway Alliance* (PGA). This “alliance” brought together several stakeholders in a somewhat unique partnership of transportation industries and governments to oversee the \$21 billion expansion of our port, rail, road and airport facilities in British Columbia. The financing for the provincial portion of the PGA is managed through the BC Transportation Finance Authority and is mandated to represent the public interest by assisting in bringing together infrastructure, labour, and service reliability under the direction of a Pacific Gateway Executive Committee. PGA members include senior representatives from the Governments of Canada and British Columbia, the three rail companies, CN, CP, and BNSF, along with the Port of Metro Vancouver, The Prince Rupert Port Authority, and Translink.

The purpose of this initiative is to provide British Columbia with a comprehensive land and sea infrastructure so that we benefit from our expanding economic interaction with Asia Pacific countries. British Columbia Ferry Services Inc. is not a member partner despite the fact that it is the main network of connectivity with British Columbia coastal communities, and in the short term the province has committed to \$3.1 billion to increase major road and rail capacity, and a new provincial investment of \$700 million in B.C.’s major trade corridors.

Summary

Canadians have long enjoyed the benefit of the well established and practiced principle of fiscal fairness in the application of their tax dollars collected by various levels of government. Governments have realized that the provision of essential services may from time to time require that they be provided by government sanctioned monopolies.

In the case of British Columbia, the government of WAC Bennett realized that to practice the principle of fiscal fairness in regions of the province that provided needed revenue to the government through the resource wealth and industrial/commercial growth, it was important to build an integrated highway system that would properly connect *all* British Columbians. BC Ferries was established as a stand-alone, government-sanctioned monopoly to provide affordable regular transportation service to those who live in ferry-dependent communities.

Where the crown corporations responsible over the years for highways have had the mandate to properly finance and develop British Columbia's road and bridge infrastructure, the BC Ferry Corporation was allowed to drift into financial peril, and in 2003 was restructured into British Columbia Ferry Services Inc., the government is the sole shareholder. Since 2003, BC Ferry Services Inc has paid almost \$500,000,000 in loan costs and dividends to the BC government.

BC Ferries services an area with 20% of BC's population, and a wide variety of industries and commercial enterprises, which together provide tax contributions of roughly 36% of BC's annual revenue, yet this area only benefits from about 6% of capital expenditure on highways, including the expenditure on ferries.

Since 2003, the BC government has provided only a small annual subsidy to the corporation, which now experiences decreased ridership and increased cost of delivery of service. This year it is running an operational deficit in excess of \$20 million. In order to complete its capital requirements for new ferries and terminals, the Corporation must borrow money using various financial instruments, and currently holds long term debt in excess of \$1.3 billion.

Despite the facts set out above regarding the coastal ferry service, the interior ferries continue to be built and run free of any direct charge to the user though the MoTI and BCTFA.

To address the government's violation of the principle of fiscal fairness, and to restore the economic integrity of the BC Coastal economy, BC Ferries should be treated as a tolled portion of the highways and financed through the BCTFA, where amortization of cost is more equitably shared by all British Columbians.

The current structure for BC Ferries fails the test of fiscal fairness and discriminates against those who live in coastal communities.

VILLAGE OF PORT CLEMENTS

Page 1 of 2

Cheque Listing For Council

2013-Jul-10
2:09:10PM

Cheque #	Cheque Date	Vendor Name	General Ledger	Invoice #	Invoice Description	Invoice Amount	Cheque Amount
						Batch #	4975
20130325	2013-07-05	BC HYDRO			PAYMENT		1,150.15
			10-2-32-50-00	JUNE 2013	OVERHEAD STREET LIGHTING	1,150.15	
20130326	2013-07-05	BIG RED			PAYMENT		253.58
			10-2-71-21-15	13058	WEEKLY CONTAINER SERVICE	253.58	
20130327	2013-07-05	Board of School Trustees			PAYMENT		10,821.25
			10-2-71-21-15	01-13-137	MPBC UTILITIES/FUEL SD#50	2,584.51	
			10-2-71-21-10	01-13-137	MPBC UTILITIES/FUEL SD#50	8,236.74	
20130328	2013-07-05	BRITISH COLUMBIA LIFE &			PAYMENT		334.82
			10-4-27-00-30	81488	BENEFIT PREMIUMS JULY 2013	334.82	
20130329	2013-07-05	C. AND C. BEACHY CONTF			PAYMENT		976.50
			30-2-41-40-01	633	PARK WORK AND PREPARATIOI	292.95	
			10-2-75-00-00	633	PARK WORK AND PREPARATIOI	683.55	
20130330	2013-07-05	C2C CONTRACT SERVICE			PAYMENT		1,300.00
			10-2-12-10-15	2013-101	52 HRS JUN 15 - 30 GRANT WRIT	1,300.00	
20130331	2013-07-05	EMCO CORPORATION			PAYMENT		943.41
			30-2-41-40-00	2855056-00	MISCELLANEOUS ITEMS	943.41	
20130332	2013-07-05	Nedco-Div of Rexel Canada			PAYMENT		1,950.41
			10-2-75-00-00	76828	MISC ITEMS	1,365.28	
			30-2-41-40-00	76828	MISC ITEMS	292.55	
			40-2-42-90-50	76828	MISC ITEMS	292.58	
20130333	2013-07-05	Pete the Electrician			PAYMENT		2,002.50
			10-2-75-00-00	117 2013	COMMUNITY PARK SUB PANEL	1,949.14	
			10-2-75-00-00	120 2013	HOT WATER TANK HOOK UP	134.15	
			10-3-22-00-00	120 2013	GST	6.71	
			10-2-25-00-00	120 2013	Cr Inv 013 2013	(87.50)	
20130334	2013-07-05	ROCKY MOUNTAIN Phoeni			PAYMENT		2,904.38
			10-2-24-80-00	IN74137	FIRE DEPT MISC ITEMS	2,904.38	
20130335	2013-07-05	Stewart, McDannold, Stuart			PAYMENT		135.13
			10-2-12-10-50	64424	GENERAL MATTERS	135.13	
20130336	2013-07-05	Stupka, Christina			PAYMENT		200.00
			10-2-71-89-30	JUNE 28	CAMPGROUND MAINTENANCE I	200.00	
20130337	2013-07-05	WEIGUM, SHIRLEY			PAYMENT		1,100.00
			10-2-12-14-10	04	JANITOR SERVICE JUNE 2013	462.00	
			10-2-71-21-20	04	JANITOR SERVICE JUNE 2013	253.00	
			10-2-71-21-11	04	JANITOR SERVICE JUNE 2013	242.00	
			10-2-71-89-00	04	JANITOR SERVICE JUNE 2013	143.00	
20130338	2013-07-05	STANDBRIDGE, DAVID			PAYMENT		120.00
			10-2-75-00-00	UMPIRE 2013	UMPIRE FOR CANADA DAYS 20	120.00	
						Batch #	4980
20130346	2013-07-10	AARON-MARK SERVICES			PAYMENT		125.51
			10-2-24-70-00	2036757	DRYWALL + MISC ITEMS	67.15	
			30-2-41-40-00	2036757	DRYWALL + MISC ITEMS	58.36	
20130347	2013-07-10	BC ASSESSMENT AUTHOF			PAYMENT		2,066.24
			10-2-88-30-00	JULY 2013	2013 TAXES	2,054.60	
			10-1-21-00-00	JULY 2013	2013 TAXES + CANADA POST PII	11.64	
20130348	2013-07-10	MUNICIPAL FINANCE AUTI			PAYMENT		6.54
			10-2-88-30-00	JULY 2013	2013 TAXES + CANADA POST PII	6.51	
			10-1-21-00-00	JULY 2013	2013 TAXES + CANADA POST PII	0.03	
20130349	2013-07-10	Northwest Regional Hospital			PAYMENT		22,604.01
			10-2-88-20-10	JULY 2013	2013 TAX REQ + CANADA POST I	22,492.00	
			10-1-21-00-00	JULY 2013	2013 TAX REQ + CANADA POST I	112.01	
20130350	2013-07-10	RENCO			PAYMENT		612.23
			10-2-24-80-10	JUNE 2013	Fire Dept	95.01	
			40-2-42-90-60	JUNE 2013	Public Wks	103.44	
			30-2-41-40-10	JUNE 2013	Public Wks	206.89	
			10-2-31-90-00	JUNE 2013	Public Wks	206.89	
20130351	2013-07-10	SKEENA QUEEN CHARLO			PAYMENT		31,001.89
			10-2-84-10-00	JULY 2013	2013 TAXES + CANADA POST PII	30,854.00	
			10-1-21-00-00	JULY 2013	2013 TAXES + CANADA POST PII	147.89	
20130352	2013-07-10	Skeena Queen Charlotte Re			PAYMENT		1,823.15
			10-2-88-20-00	JULY 2013	2013 TAXES + CANADA POST PII	1,813.00	
			10-1-21-00-00	JULY 2013	2013 TAXES + CANADA POST PII	10.15	
20130353	2013-07-10	TELUS COMMUNICATIONS			PAYMENT		1,538.08
			10-2-71-21-15	JUNE 2013	JUNE PHONE BILL	596.95	

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VILLAGE OF PORT CLEMENTS

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Cheque Listing For Council

2013-Jul-10
2:09:10PM

Cheque #	Cheque Date	Vendor Name	General Ledger	Invoice #	Invoice Description	Invoice Amount	Cheque Amount
20130353	2013-07-10	TELUS COMMUNICATIONS	30-2-41-50-00	JUNE 2013	JUNE PHONE BILL	250.55	1,538.08
			40-2-42-90-40	JUNE 2013	JUNE PHONE BILL	75.93	
			10-2-24-70-10	JUNE 2013	JUNE PHONE BILL	614.65	
20130354	2013-07-10	XEROX CANADA LTD.			PAYMENT		75.51
			10-2-12-11-30	G44894457	USAGE FEES JUNE 5-30 2013	75.51	

Total 84,045.29

*** End of Report ***

VILLAGE OF PORT CLEMENTS

REVENUE AND EXPENSE REVIEW

2nd Quarter ended June 30, 2013

	2013	2013	2012
	<u>Actual</u>	<u>Budget</u>	<u>Actual</u>
<u>GENERAL REVENUES:</u>			
Municipal Property Tax	\$125,132	\$125,000	\$124,867
Payment in Lieu of Taxes	\$1,608	\$1,608	\$2,525
Sale of Services	\$12,828	\$12,678	\$4,463 *increase due to sale of property \$8493
Revenue Own Sources	\$26,605	\$27,126	\$19,764 *increase due to interest & moorage
Rentals	\$5,964	\$6,420	\$7,072
Unconditional Grant	\$71,772	\$75,000	\$215,317
Conditional Grants	\$191	\$500	\$3,683
Transfer from Reserves	\$0	\$0	\$0
Collection for Others	<u>\$196,697</u>	<u>\$206,710</u>	<u>\$202,659</u>
<u>TOTAL REVENUE - GENERAL</u>	<u>\$440,797</u>	<u>\$455,042</u>	<u>\$580,350</u>
<u>GENERAL EXPENSES:</u>			
Legislative Expenses	\$14,124	\$14,998	\$17,845
General Administration	\$99,273	\$97,459	\$90,164 *training, travel, website costs up
Fire Department	\$17,278	\$20,491	\$19,363
Emergency Services	\$1,651	\$750	\$87
Common Services	\$6,720	\$10,498	\$10,580
Wharf	\$21,337	\$22,892	\$205 * wharf repairs (piles)
Small Craft Harbour	\$5,372	\$3,398	\$2,865 *Hydro
Roads	\$20,276	\$27,152	\$17,947

Environmental Health & Devel.	\$291	\$1,794	\$1,631
Parks & Recreation	\$14,791	\$13,425	\$11,745
MPBC Operating	\$15,752	\$20,450	\$21,463 *janitorial,
Debt Services	\$877	\$498	groundskeeping & library O&M
Capital	\$9,556	\$9,000	\$683
Collection Others	\$6,504	\$16,506	\$252
Amortization	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
<u>TOTAL EXPENSES</u>	<u>\$233,802</u>	<u>\$259,311</u>	<u>\$201,084</u>
<u>NET LOSS - GENERAL</u>	<u>\$206,995</u>	<u>\$195,731</u>	<u>\$379,266</u>

	2013	2013	2012
	<u>ACTUAL</u>	<u>BUDGET</u>	<u>ACTUAL</u>
<u>WATER REVENUES:</u>			
Fees & Taxation	\$72,984	\$72,400	\$72,276
Grants	\$0	\$0	<u>\$341,218</u>
<u>TOTAL WATER REVENUE</u>	<u>\$72,984</u>	<u>\$72,400</u>	<u>\$413,494</u>
<u>WATER EXPENSES:</u>	<u>\$27,516</u>	<u>\$30,405</u>	<u>\$1,034,749</u>
<u>NET INCOME/LOSS WATER</u>	<u>\$45,468</u>	<u>\$41,995</u>	<u>-\$621,255</u>

<u>SEWER REVENUE</u>	<u>\$47,701</u>	<u>\$46,666</u>	<u>\$48,307</u>
<u>SEWER EXPENSES</u>	<u>\$16,297</u>	<u>\$21,540</u>	<u>\$17,090</u> *R&M
<u>NET INCOME/LOSS SEWER</u>	<u>\$31,404</u>	<u>\$25,126</u>	<u>\$31,217</u>

<u>NET INCOME VOPC</u>	<u>\$283,867</u>	<u>\$262,852</u>	<u>-\$210,772</u>
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**RESOLUTION OF THE BOARD OF DIRECTORS
OF**

Village of Port Clements

(insert Corporation's legal name)
(the "Corporation")

Borrowing Resolution

RESOLVED that the Corporation is authorized to enter into a borrowing relationship with The Toronto-Dominion Bank operating a credit card division as CUETS Financial ("CUETS Financial"), and any officer of the Corporation is authorized to sign on the Corporation's behalf, from time to time, and from time to time, any other documents contemplated by CUETS Financial;

AND RESOLVED that the officers, and the required combination of those officers that the Corporation verifies to CUETS Financial from time to time, are the authorized individuals to borrow money from CUETS Financial on the Corporation's credit from time to time in the amounts and on the terms that the Corporation shall determine ("Authorized Users");

AND RESOLVED that the Corporation is authorized to appoint individuals as Authorized Users of the Business MasterCard credit card from time to time, as the case may be;

AND RESOLVED that the directors of the Corporation are authorized, from time to time, to:

- a) borrow money upon the credit of the Corporation;
- b) issue, reissue, sell or pledge debt obligations of the Corporation;
- c) give a guarantee on behalf of the Corporation to secure performance of an obligation of any person;
- d) charge, mortgage, hypothecate or pledge all or any currently owned or subsequently acquired real or personal, movable or immovable property of the Corporation, including book debts, rights, powers, franchises and undertaking, to secure any such debt obligations or any money borrowed, or other debt or liability of the Corporation; and
- e) designate the officers or employees of the Corporation who are authorized to sign cheques, promissory notes, bills of exchange, negotiable instruments, security agreements, letters of credit and all other instruments or documents for the purpose of binding the Corporation in connection with its accounts and transactions with any bank or other financial institution;

AND FURTHER RESOLVED that this resolution remains in effect until such time as the Corporation gives written notice to CUETS Financial of any change in its content or continued validity and that CUETS Financial has acknowledged receiving the notice in writing.

These resolutions may be executed in counterparts and such counterparts together shall constitute a single instrument. Delivery of an executed counterpart of these resolutions by electronic means, including, without limitation, by facsimile transmission or by electronic delivery in portable document format (".pdf") or tagged image file format (".tif"), shall be equally effective as delivery of a manually executed counterpart hereof. Any party delivering an executed counterpart of these resolutions by electronic means shall also deliver a manually executed counterpart hereof by mail or courier.

The foregoing resolutions are hereby consented to by all the directors of the Corporation, pursuant to the

Community Charter of BC
(insert name of applicable Act, e.g., Canada Business Corporations Act)

this _____ day of _____, 20_____.

Name:

Name:

Name:

Name:



The Village of
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36 Cedar Avenue West
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Public Works :250-557-4326
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Web : www.portclements.ca

REPORT TO COUNCIL

Author: Kim Mushynsky
Date: July 10, 2013
Re: **Ditch Alteration Request**

Background: On June 24th we received a request from Clint and Jasmine Beachy to infill the ditch in front of their property at #45 Tingley Street. Similar requests have been made over the last couple of decades and were handled on a case by case basis based on the feelings of Council of the day. This type of activity should be under Public Works purview as directed by Policy and should only be addressed by Council in the case of an appeal.

Recommendation: I recommend that we move forward with a Ditch Alteration policy – a draft has been provided for feedback. I further recommend that we respond to the Beachy's request by requesting that they submit drawings indicating details regarding what they propose to do. Upon receipt of these drawings the Public Works Superintendent will be tasked with determining what we require them to do to meet our standards.

Respectfully submitted:

Village of Port Clements

Ditch Infill Policy

Policy No. 09, 2013

Prepared by Kim Mushynsky - CAO

DRAFT #1

Adopted:

Policy statement:

PREAMBLE:

This policy documents the circumstances and general process requirements for homeowners wishing to alter ditches adjacent to their property. The purpose of this is to allow the Village of Port Clements to consider the requests from Residents while maintaining proper drainage and safety standards.

DEFINITIONS:

Ditch – a natural or artificial watercourse ranging from a depression, or swale, to an open channel that conveys water runoff from both public and private properties.

Ditch alteration – the addition of earthworks, landscaping works and/or pipes to a ditch system which eliminates a defined ditch system.

Ditch Infill – the replacement of a ditch with a culvert covered by earth and sod.

Drainage Basin – the extent of the area served by a ditch system.

Swale – a shallow grassed drainage channel with gently sloping sides

POLICY:

1. All ditch alteration requests must be submitted to the Public Works department in writing with a drawing delineating the limits of the ditch alteration.
2. Public Works will determine the material requirements and any particulars unique to the property in question (such as catch basin installation, culvert size, etc.). The homeowner will be informed in writing of these requirements. If there is other work beyond the normal scope of ditch alteration (such as hydrant adjustment) these additional costs will be charged out separately.
3. Public Works reserves the right to deny any ditch alteration request.
4. An appeal to a denial from Public Works would be made to Council.
5. In addition to the specifications given to the homeowner under #2, the homeowner and the contractor responsible for the work shall provide public liability and property damage insurance not less than \$2,000,000 and shall name the Village of Port Clements as an Additional insured. The homeowner shall be responsible for traffic control while the work is being done. All work shall conform with WCB and OHS requirements. A fully refundable damage deposit in the amount of \$1000.00 shall be required before work can commence. The deposit will be returned within 90 days of completion of the work. The deposit may be used to correct deficiencies or finish work if required.
6. After approval Public Works must be called to inspect the site at two stages; first inspection is prior to backfilling to verify connections and ensure quality standards and the second inspection will be to verify completion of the project. Failure to adhere to the inspection schedule will result in forfeiture of the damage deposit.
7. Applicants are responsible for the purchase and installation of all approved materials required to complete the job.

Wally Cheer,
Mayor

Kim Mushynsky,
CAO

July 10, 2013

From: VOPC Public Works Superintendent

Dear Clerk/CAO,

In reference to a letter dated June 19th, 2013, addressed to Village of Port Clements Council from residents of Tingley Street in Port Clements enquiring about the possibility of roadside ditch alteration, and a subsequent request for a written recommendation from Public Works Superintendent, I feel I must defer this recommendation until two conditions are met:

1: That the residents making the request submit a more detailed plan and vision of what they hope to accomplish.

2: That in the apparent absence of any policy existing in the Village of Port Clements referring to roadside ditch alteration or storm water management, that council consider adopting such a policy and/or storm water management plan, to be used as a framework in considering this and similar requests.

The intent of the policy would be to create an established process in order for the Village to be better able to meet it's obligations and expectations of property owners with respect to managing potential storm drainage issues associated with ditch alterations.

I have attached one example of another municipalities Roadside Ditch Alteration Policy for your perusal.

Sincerely,
Sean O'Donoghue
VOPC Public Works Superintendent

Clint & Jasmine Beachy

45 Tingley • Port Clements, BC V0T 1R0
Phone: 250-557-2441 • E-Mail: beachymech@hotmail.com

Date: June 19th 2013

Village of Port Clements Council

Dear Council:

We would like to enquire about the possibility of our front ditch at 45 Tingley being filled in with a culvert and sand. The ditches on Tingley Street are far too deep and pose a safety concern. There are many children on our street that play in the ditches that vehicles cannot see when driving down the street. It also poses an inconvenience when there are family/friend gatherings at our houses and there is nowhere to park for short periods of time. At present we are parking on the side of the road but it is not safe as the vehicles take up half of the road.

We are prepared to pay for the culvert and sand for such a project and would just like to know how to go about it and if this is a possibility for all of us on Tingley Street. There have been several neighbors that have the same concerns as we do.

Thank you for your time and we look forward to hearing from you.

Sincerely,

Clint and Jasmine Beachy



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REPORT TO COUNCIL

Author: Kim Mushynsky
Date: July 8, 2013
Re: **Fire Department Alarm System**

Background: Currently if a call comes into the Emergency Fire phone number it is handled one of the following ways.

1. If the call is during work hours the call is answered by VOPC staff and then we call out the alarm over the radio to alert the Volunteer Fire Fighters.
2. If the call happens after work hours there are emergency phones in 6 private residents in Port Clements and whomever, of those 6, is home and answers the phone first calls out the alarm over the radio to alert the rest of the Fire Fighters.

There are two hitches to the current system – it is costly and it relies on at least one person being at home to answer the phone.

The Fire Department has researched an alternative system. With the purchase of a telephone/radio interconnect system we could have a company respond to all calls placed to the Emergency line 24/7/365 and then remotely page the Fire Department. This gives us full coverage of the emergency phone line by trained Emergency Call Centre staff.

The cost comparison is as follows:

One time Capital Cost for the Interconnect system	\$2,254.49
---	------------

Currently monthly costs:

250-557-4354	\$ 83.41
250-557-4355	\$405.69
250-557-4450	<u>\$ 88.36</u>
Total Current Monthly Costs	\$577.46

New Monthly costs:

250-557-4354	\$ 83.41
250-557-4450	\$ 88.36
Dispatch	<u>\$107.00</u>
New Total Monthly Costs	\$278.77

Payback on capital investment 7.55 months.

Recommendation: I recommend that we upgrade to the new system.

Respectfully submitted:

NB-2



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REPORT TO COUNCIL

Author: Kim Mushynsky
Date: July 5, 2013
Re: **Hazardous Properties Update**

Background: We currently have 3 properties we are working on in regards to hazardous issues. They are #21 Yakoun Street, # 4 Bayview and #6 Bayview.

Mr. Dolan was recently in Port Clements and did a lot of clean-up at #4 Bayview

Mr. Hennigar has indicated that he will be in Port Clements July 26 and will do work on #21 Yakoun

Mr. Stewart has not responded to any of our correspondence.

Recommendation:

1. In light of Mr. Dolan's work and the fact that the property is listed for sale I recommend that we put any action against this property on hold. It can be re-instated for action at any point in the future if we feel it warrants.
2. I recommend that we give Mr. Hennigar a chance to complete his repairs and review the situation on July 30th with an update to Council for the August 6th meeting.
3. I recommend that we formally declare Mr. Stewart's property a nuisance per the Community Charter. The wording for the declaration is as follows:

The Council of the Village of Port Clements pursuant to Division 12 of Part 3 of the Community Charter hereby resolves that:

1. The mobile home located at #6 Bayview Drive, Port Clements, British Columbia, legally described as Lot 5, Block 27, Plan 1079, is hereby declared a nuisance; and
2. The owner of the building is hereby ordered to take the following remedial action within 30 days of the receipt of notice of this order:
 - remove pressurized tanks from front lawn to a safe and secure location
 - remove or secure mobile home which means to cover all broken windows and secure skirting around entire parameter of the mobile home.

AND BE IT FURTHER RESOLVED that the Administrator of the Village of Port Clements BE
AND IS HEREBY AUTHORIZED in default of such remedial measures being undertaken by
the owner, to carry out or have such work carried out and the expense charged to the
owner. If unpaid on December 31 of the year in which the work is done, the expense
shall be added to and form part of the taxes to be paid on the real property as taxes in
arrears or be collected as a debt.

Respectfully submitted:

A handwritten signature in blue ink, appearing to read "Jim Musley Esq.", is written above a horizontal line.



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Author: Kim Mushynsky

Date: July 5, 2013

Haida Gwaii Trader's service costs \$1,493.76 per year. Half of this cost, \$746.88, is the amount that would fall within the 2013 budget. As of July 5, 2013 we have spent \$1,528.19 on advertising. Our 2013 budget is \$2,500.00. This means we have \$971.81 left to spend for the next 6 months. We have approximately \$250.00 in Statutory advertising left for 2013. Other, currently unknown, advertising requirements could happen. Continuing this program for another year is just within our budget for 2013 assuming no unanticipated advertising expenses occur.

Kim

From: info@hadagwaiitrader.com <info@haidagwaiitrader.com>
Sent: July-03-13 4:08 PM
To: Kim-VOPC
Subject: Your HG Trader ad program-renewal notification/FREE GIFT-confirmation required ASAP please
Attachments: VOPC_SpringSummer_printad.jpg; VOPC_SpringSummer_webad.jpg;
VOPC_SummerFall_printad.jpg; VOPC_SummerFall_webad.jpg;
VOPC_SummerFall_printad_revisedmuseumhours.jpg;
VOPC_SummerFall_webad_revisedmuseumhours.jpg;
VOPC_FREEfullpagead_CandaDay_July2013.png

Good Day Kim, VOPC Mayor and Council,

Wow, time has flown! The Village of Port Clements' ad program is coming up for renewal on July 15th. It would be my privilege to continue promoting the place that Haida Gwaii Trader calls home!

Haida Gwaii Trader was pleased to donate a full page ad (attached) in the June/July magazine to promote the Canada Day celebrations; a gift worth \$240! (Thank you Sharon for helping me put this together with little notice!) My Husband and I very much enjoyed this year's events.....on Saturday, we happily stood in the downpour for the parade, I purchased a lovely ring at the flea market and had a yummy lunch and on Sunday, we had an absolute ball at the Mud Bog.

Attached are copies of the VOPC ads that ran this past year.....I kid you not, this is one of my favorite ad programs. I love the classy design and the content does a bang up job of portraying the wide variety of what Port Clements has to offer visitors and residents alike.

HG Trader continues to ensure that your VOPC advertising dollars are very well spent. I am pleased to report that HG Trader is growing and continues to serve the communities of Haida Gwaii better than ever. For you and your board's ad program renewal consideration, here is a brief update of where HGT is at these days:

- **Growth by almost 34%!** Google Analytics (comparison graph attached) reports a strong increase in HGT's online audience. Between April/11 and April/12 the HGT website saw a total of 80,229 visits, while between April/12-April/13, the site reported 107,354 visits....an increase in traffic by 33.81%.
- **Over 1000 members:** There are currently 1018 classified members signed up with HG Trader and this number just keeps on growing.
- **Free classified ads:** all personal, privately owned items (except for real estate) remain free of charge to advertise, both online and in the monthly magazine.
- **Affordable business advertising:** HGT has some of the most affordable business advertising rates on the BC Coast. This has enabled many local, small businesses to consistently spread their word...where before, they simply could not afford it.
- **#1 real estate promoter on Haida Gwaii:** In response to a large demand for affordable, dynamic ways to advertise local real estate and rentals, HG Trader proudly launched it's brand new real estate listing service in April of this year. This new service features up to ten pictures per listing, a detailed search engine and a quick and easy, e-commerce payment option. *HG Trader is consistently one of the top Google search results for "Haida Gwaii real estate"!*

- **Free event postings:** the HGT Community Calendar is growing to become one of the best places to promote local events, free of charge!
- **HGT Full Color Magazine:** now sells at 17 different locations. Although the circulation is modest (250-300 copies per month) the readership is consistently loyal.

Here are a couple of HGT customer comments:

"We are so thankful have Haida Gwaii Trader..I think everybody in this island are happy, I just posted sale for GMC Jimmy, just sold, 3 days after advertise. Thank you again." Wida Herawati, Port Clements

"I just wanted to send a quick note letting you know how much we at Glacier Toyota appreciate the Haida Gwaii Trader! Now into our third year of advertising with Haida Gwaii Trader, we have seen nothing but growth in sales from the "Rock" since we started advertising in your product. We will continue to advertise with Haida Gwaii Trader not only for the return on investment, the quality of the product produced, but also based on the great relationship that has made this partnership a pleasure to deal with - which can be hard to find in advertising. "

Scott Olesiuk, Glacier Toyota, Smithers B.C.

For the VOPC's ad program renewal, I have good news! Although some of HGT's business ad rates have seen a slight increase for 2013, your ad program is being offered at the same rate as last year! Your program, which includes a business card sized ad both online and in the monthly magazine, is only \$1493.76 for a full year (GST is extra).

FREE GIFT! As I know your next council meeting is not until the 15th, and with the next HGT magazine coming out on the same day...I would like to offer the VOPC a free month of advertising....with the Summer/Fall ad...for July 15th to Aug 15th. If you can please let me know if you accept this gift by the 10th of July, I will be sure to publish this ad.

It would be my honor to continue publishing the VOPC ad program year round and I look forward to hearing back from you at your earliest convenience!

Thank you for your time and consideration and I hope you have a super awesome day!

At Your Service,
Shellene Van der Beke
Haida Gwaii Trader
250-557-2088

"Spreading Your Word without Breaking Your Bank!"



The Village of
PORT CLEMENTS
"Gateway to the Wilderness"

36 Cedar Avenue West
PO Box 198
Port Clements, BC
V0T1R0
OFFICE :250-557-4295
Public Works :250-557-4326
FAX :250-557-4568
Email : office@portclements.ca
Web : www.portclements.ca

Date: June 27, 2013

Re: **Crown Land Applications**

Per the attached documents, the Village of Port Clements has been invited to comment on two Crown Land Applications that involve land near the municipality. The applications are for the Clapp Basin Head Creek Hydro Project and the ZZ Creek Hydro Project. The proponent for both these applications is Van Inlet Hydro Corp. from Queen Charlotte. A response is not required but if we wish to respond we must do it by July 18, 2013. Both applications are for a License of Occupation for Waterpower – Investigative Phase.

Application Requirements for a Clean Energy Investigative Licence

Investigative Plan for ZZ Creek hydro project

The Application and any subsequent requests for replacement for the Investigative Licence (IL) on the area noted in the application is for the sole purpose of investigating the viability of hydro resources to evaluate the potential for future development and generation of energy from ZZ Creek.

Section A: Project Overview for Investigative Stage:

ZZ Creek is located in the Rennell Sound Region of Graham Island, Haida Gwaii, near the Village of Queen Charlotte, BC.

If a Clean Energy project results from work done in the investigative phase, the project may be between 2.5 and 7.5 mW and have a dam, powerhouse, intake, penstock, switch yard, tailrace, access road, barge landing site, powerline over a maximum 56.7 ha site.

During the investigative phase, access to the site will be achieved by driving to Rennell Sound on the forestry roads, boating across Shields Bay, and then walking to the site on the Van Inlet forestry road.

The proposed location of any improvements is shown on the accompanying map by a label and a P . Prior to any changes being made with or to improvements we will notify the Authorizing Agency as soon as the information is know by us to maintain the tenure in good standing.

The proposed location of any activities, such as a quarry or drilling, is identified on the accompanying map with text identifying what types of activities are contemplated.

The proposed location of Works is ZZ Creek and identified on the accompanying maps as a W. The anticipated transmission line is shown on the accompanying map as a green line and point of interconnection to the BC Hydro grid is identified as a T. As well the proposed water source and tributaries are shown in blue.

Section B: Map(s) of Area

As required by the application form a General Location map at a scale of 1:50,000 to 1:250,000 and a Detailed Site Map at a scale of between 1:10,000to 1:20,000 are attached.

Map 1)	Detailed Site Map
Map 2)	General Location Map
Map 3)	Detail of point of connection

Section C Investigative Schedule

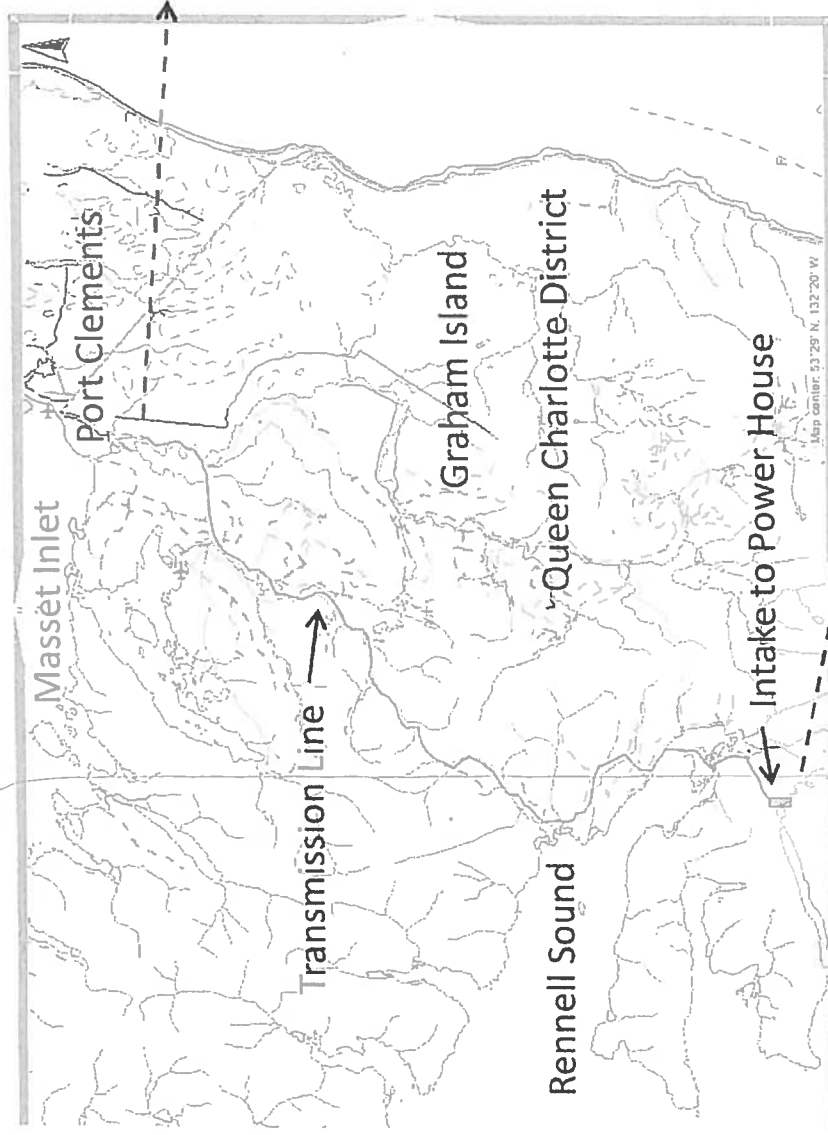
A chart of the intended activities by type, year and season and potential impact is included to assist Authorizing Agency staff in assessing the use of the land.

As part of the requirements of the tenure document, if changes are made to the investigative activities that include placement of improvements (eg. Monitoring equipment) that were not part of the original submission of the investigative plan, we will notify the appropriate Authorizing Agency staff as soon as the information is known by us, prior to making the changes and to maintain the tenure in good standing.

Activity	Brief description of activity	Time Period	Potential Impact
Install hydrometric station	Clamping a 8ft communication mast to a stump. Placing a transducer in ZZ Creek.	Summer 2013	Human foot traffic, minimal impact
Install temporary bridge over ZZ Creek at outflow from Upper Lake	An aluminum scaffolding plank to be bolted to the rock with anchor bolts.	Summer 2013	Human foot traffic minimal impact
Commence staging of ZZ Creek	Data sent by satellite to DataGarrison. Accessed by internet.	Ongoing	No impact
First year fisheries study	Access by foot. Activities involve fry trapping and beach seining for fish. All fisheries activities undertaken with appropriate permits obtained through DFO.	Summer 2014	Human foot traffic, minimal impact
Continue staging	Data sent by satellite to DataGarrison. Accessed by internet.	Ongoing	No impact
Flow measurements	Measurements taken using a Swiffer flow meter from the bridge at various stages of the creek.	Fall 2014 Winter 2014/15 Spring 2015	Human foot traffic, minimal impact

Geology	Geological survey by helicopter and foot exploration with signed reports.	Summer 2015	Helicopter landing in natural opening by Upper lake, no impact.
Second year fisheries study undertaken	Access by foot. Activities involve fry trapping and beach seining for fish. All fisheries activities undertaken with appropriate permits obtained through DFO.	Summer and Fall 2015	Human foot traffic, minimal impact.
Environmental studies	Access by foot. Surveying for endangered species.	Summer 2015	Human foot traffic, minimal impact
Core drilling for penstock exploration	Core drilling equipment flown in by helicopter which lands in natural opening in Upper lake. Drill equipment set up on bedrock with no other structure; crews flown in by helicopter.	Summer 2016	Water-lubricated drilling equipment to avoid hydrocarbon contamination of downstream water. Fuel stored in double-walled containers away from water.
Archaeology	The area disturbed by the works surveyed by archaeologist to determine evidence of human habitation.	Summer 2017	Foot traffic, minimal impact.
Hydrology	With five years of staging data and flow data recorded at various stages the hydrologist will produce the official hydrology report.	Summer 2017	No impact.

Other authorizations that will be required during the investigative phase are: none.



Total Area = 233.24 ha

Area of Intake/Powerhouse = 56.7 ha

Transmission Line = 176.54 ha

Shape file provided for Trans. Line
30 m wide

From POC (53° 16' 52" N, 132° 28' 26" W)
Then 461 m @ 264.4°
Then 1230 m @ 354.4°
Then 461 m @ 84.4°
Then 1230 m @ 174.4°

ZZ Creek
(Water File #6001057)

Map #1

Van Inlet forestry road

56.7 hectares

scale 1:12,000

Application Boundary
From the POC 53°16'52"N,
132°28'26"W go 1230m in a
northerly direction; then go
461m in a westerly direction;
then go 1230m in a southerly
direction; then go 461m in
an easterly direction.

60 KV power line

switchyard
tailrace
powerhouse
steel penstock

1230 meters

Lower lake
elev. 29 m

tunnel

ZZ Creek

P
tunnel entrance

POC
53°16'52"N
132°28'26"W

461 meters

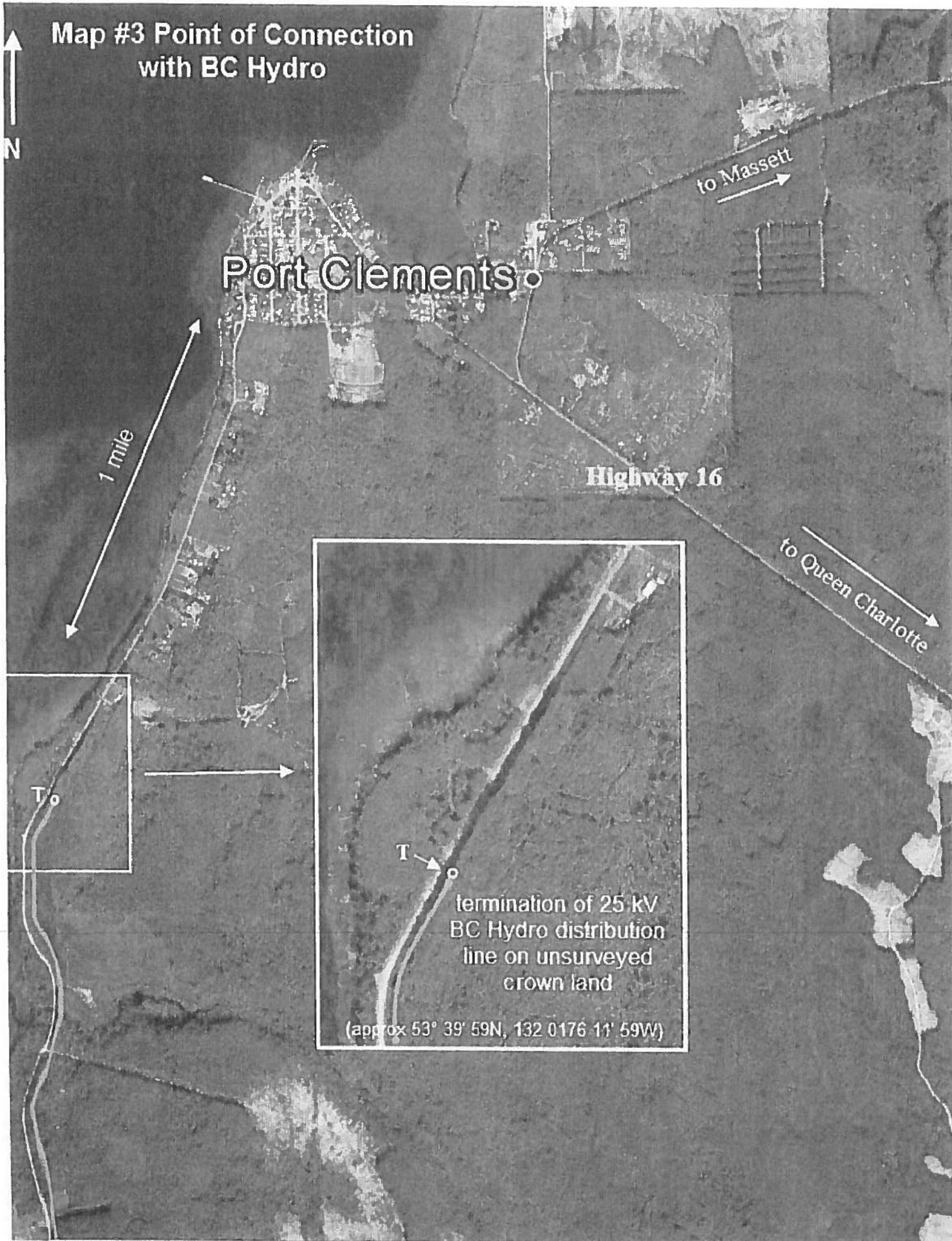
Upper lake
elev. 290 m

ZZ Creek

P → ○
hydrometric
station

POD → ○ ○
(on Upper lake)
↑
tunnel
entrance

Map #3 Point of Connection
with BC Hydro



Application Requirements for a Clean Energy Investigative Licence

Investigative Plan for Clapp Basin Head Creek Hydro Project

The Application and any subsequent requests for replacement for the Investigative Licence (IL) on the area noted in the application is for the sole purpose of investigating the viability of hydro resources to evaluate the potential for future development and generation of energy from Clapp Basin Head Creek.

Section A: Project Overview for Investigative Stage

Clapp Basin Head Creek is located in the Rennell Sound Region near the Village of Queen Charlotte, BC.

If a Clean Energy project results from work done in the investigative phase, the project may be between 2.5 and 4.5 MW and have a powerhouse, intake, penstock, switch yard, tailrace, access road, barge landing site and power line. The site will occupy 46.4 ha.

During the investigative phase, access to the site will be achieved by driving to Rennell Sound on the forestry roads, boating across Shields Bay, and then walking to the site.

The proposed location of any improvements is shown on the accompanying map by a P. Prior to any changes being made with or to improvements we will notify the Authorizing Agency as soon as the information is known by us to maintain the tenure in good standing.

The proposed location of any activities, such as a quarrying or drilling, is identified on the accompanying map with text identifying what types of activities are contemplated.

The proposed location of works is Clapp Basin Head Creek and is identified on the accompanying maps with a W. The anticipated transmission line is shown on the accompanying map as a green line and point of interconnection to the BC Hydro grid is identified with a T. As well, the proposed water source and tributaries are shown in blue.

Section B: Maps of Area

As required by the application form a General Location map at a scale of 1:50,000 to 1:250,000 and a Detailed Site Map at a scale of between 1:10,000 to 1:20,000 are attached.

- | | |
|--------|-------------------------------|
| Map 1) | Detailed Site Map |
| Map 2) | General Location Map |
| Map 3) | Detail of point of connection |

Section C Investigative Schedule

A chart of the intended activities by type, year and season and potential impact is included to assist Authorizing Agency staff in assessing the use of the land.

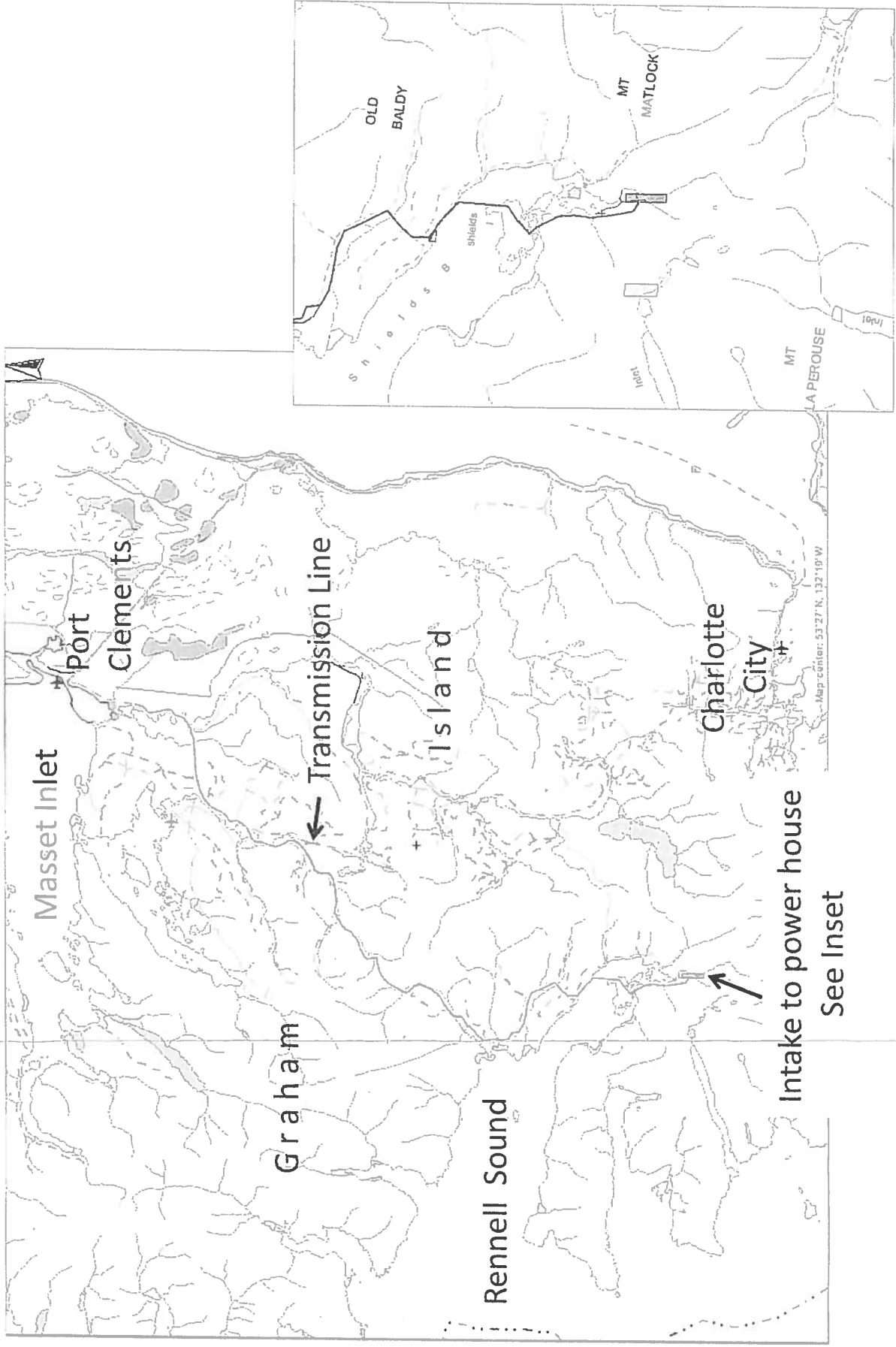
As part of the requirements of the tenure document, if changes are made to the investigative activities that include placement of improvements (e.g. monitoring equipment) that were not part of the original submission of the investigative plan, we will notify the appropriate Authorizing Agency staff as soon as the information is known by us prior to making the changes and to maintain the tenure in good standing.

Activity	Brief description of activity	Time Period	Potential Impact
Install hydrometric station	A pressure transducer will be lowered in a protective aluminum pipe into the stream. The pipe will be secured to the rock wall with anchor bolts. The cable will lead vertically to the data logger which will be strapped to a tree.	Summer 2013	Human foot traffic, minimal impact
Commence of staging of Clapp Basin Head Creek	Data recorded in a Hobo logger accessed periodically, and manually.	Summer 2013	Human foot traffic, minimal impact
First year fisheries study	Access by foot. Activities involve fry trapping and beach seining for fish. All fisheries activities undertaken with appropriate permits obtained through DFO.	Summer and Fall 2013	Human foot traffic, minimal impact
Continue staging	Data sent by satellite to DataGarrison. Accessed by internet.	Ongoing	No impact
Flow measurements	Measurements taken using a Swoffer flow meter from the bridge at various stages of the creek.	Fall 2014 Winter 2014/15 Spring 2015	Human foot traffic, minimal impact

Geology	Geological survey by helicopter and foot exploration with signed reports.	Summer 2015	Human foot traffic, minimal impact.
Second year fisheries study undertaken	Access by foot. Activities involve fry trapping and beach seining for fish. All fisheries activities undertaken with appropriate permits obtained through DFO.	Summer and Fall 2015	Human foot traffic, minimal impact.
Environmental studies	Access by foot. Surveying for endangered species.	Summer 2015	Human foot traffic, minimal impact
Archaeology	The area disturbed by the works surveyed by archaeologist to determine evidence of human habitation.	Summer 2016	Foot traffic, minimal impact.
Hydrology	With five years of staging data and flow data recorded at various stages the hydrologist will produce the official hydrology report.	Summer 2017	No impact.

Other authorizations that will be required during the investigative phase are: none.

General Area Map



Clapp Basin Head Creek
Water File #2003166

Map #1

POC
BC Albers
572889E
940322N
53°17'42" Lat
132°25'50" Long

46.4 hectares

W

Hydrometric
Station

1491 meters

311 meters

Legend

- point of commencement
- ⚙ Powerhouse
- ⊕ hydrometric station
- ☆ Point of Diversion
- Stream
- Route of Powerline
- talrace
- panstock
- Road
- temporary road
- Application Boundary
- ▨ Private Land
- ▨ Conservancies
- ▨ Watershed Boundary
- ▨ Indian Reserves
- ▨ Pan 13 Area
- ▨ staging area
- ▨ proposed barge landing

Application Boundary
From the point of commencement 53°17'42" Lat and 132°25'50" Long go easterly for 311 metres to the point 53°17'42" Lat and 132°25'34" Long then southerly 1491 metres to the point 53°18'54" Lat and 132°25'28" Long then westerly for 0.11 metres to the point 53°18'53" Lat and 132°25'43" Long then northerly 1491 metres to the POC

Staging Area
This area includes room for the substation, temporary housing, communication equipment, etc.

1:5,000

200

0 200 400 600 800 1000

0

200 400 600 800 1000

Map #3 Point of Connection
with BC Hydro

N

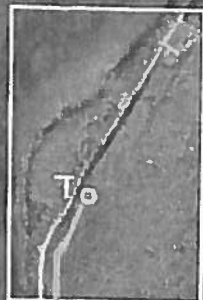
Port Clements

to Massett

Highway 16

to Queen Charlotte

1 mile



From: BC Mayors' Caucus <BC_Mayors_Caucus@mail.vresp.com>
Sent: July-08-13 1:39 PM
To: deputy@portclements.ca
Subject: Vancouver Meeting Registration Now Open



BC MAYORS' CAUCUS

REGISTRATION NOW OPEN! BC Mayors' Caucus – September 16th – Vancouver

The mayors of British Columbia are invited to participate in the 4th meeting of the BC Mayors' Caucus, an important half-day session that will take place during this year's UBCM Convention in Vancouver.

This meeting will be held on **Monday, September 16th** at the Waterfront Hotel in Vancouver from **1:30pm** until **5:00pm**, followed by a networking reception.

We would like to thank all the mayors who joined us in Prince George for a successful two days of meetings and we look forward to sharing the outcomes of that meeting with our colleagues from across BC.

The BC Mayors' Caucus Steering Committee has structured an intense session that will include discussions around issues of common concern across our communities, and the 'next steps' to take in addressing those issues.

Registration for this session is \$95.00 and includes your invitation to the reception. Advanced briefing documents and meeting working materials will be provided to each mayor prior to the event.

Please use the attached form to register for this meeting and forward the completed registration form to Carmen Bennett: Camenb@lbmg.ca. For more information call: 604-637-6651.

Thank you and see you in Vancouver, September 16th.

Best regards,

Mayor Wayne Stetski of Cranbrook
Mayor Lori Ackerman of Ft. St. John
Mayor Peter Milobar of Kamloops
Mayor Greg Moore of Port Coquitlam
Mayor Shari Green of Prince George
Mayor Jack Mussallem of Prince Rupert
Mayor John MacDonald of Sayward
Mayor Taylor Bachrach of Smithers
Mayor Dianne Watts of Surrey
Mayor Dean Fortin of Victoria

BC MAYORS' CAUCUS

Monday September 16th, 2013
Waterfront Hotel, Vancouver

MEETING REGISTRATION FORM

REGISTRATION DR. ☐ MR. ☒ MRS. ☐ MS. ☐

WALLY CHEER
FIRST NAME LAST NAME

MAYOR
TITLE

P. O. Box 198
ADDRESS

Port Clements
CITY

VOT 1R0 250-557-4295 250-557-4568
POSTAL CODE PHONE FAX

w.cheer@portclements.ca deputy@portclements.ca
MAYOR'S EMAIL ALTERNATE EMAIL

Schedule

Waterfront Hotel, Vancouver
1:30pm to 5:30pm
Networking Reception to follow

Participation Fees

Fees for networking reception, meeting space and logistics will be shared between participating Mayors at \$95.00 + GST.

To register, send a cheque for \$95.00 + GST payable to the conference organizers at Laura Ballance Media Group. To pay by credit card, please contact Carmen Bennett at 604.637.6651 or email Carmenb@LBMG.ca to obtain a credit card authorization form.

Laura Ballance Media Group Inc (LBMG) Suite 602 – 134 Abbott Street Vancouver, BC V6B 2K4

2 ways to submit this form

1. Fax to: 1.604.638.0412. Scan and email to: Carmenb@LBMG.ca

Questions?

Tel: 1.604.637.6651 Email: Carmenb@LBMG.ca

ACTION ITEMS

<u>#</u>	<u>Date</u>	<u>Description</u>	<u>Lead</u>	<u>Follow up</u>
A1	05-12-2011	Motion to hold town hall mtgs. to engage public	Falconbridge	Consider a fall 2013 open meeting with minimal fixed agenda - just brainstorming
A16	15-10-2012	Bus Shelter	Cheer	Build shelter at corner of Dyson & Bayview