



## REGULAR COUNCIL MEETING AGENDA

Monday, March 9, 2020  
7:00 P.M.  
Council Chambers, Langley City Hall  
20399 Douglas Crescent

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|    | Appointment to the Crime Prevention Task Group:  |    |  |  |  |   |  |  |   |  |  |
|    | THAT Khesro Amin be appointed to the City's Crime Prevention Task Group for a term of one year, expiring December 31, 2020 as a Voting Member at Large.  |    |  |  |  |   |  |  |   |  |  |

**8. ADJOURNMENT**



## MINUTES OF A REGULAR COUNCIL MEETING

Monday, February 24, 2020  
7:00 p.m.  
Council Chambers, Langley City Hall  
20399 Douglas Crescent

Present: Mayor van den Broek  
Councillor Albrecht  
Councillor James  
Councillor Martin  
Councillor Pachal  
Councillor Storteboom  
Councillor Wallace

Staff Present: F. Cheung, Chief Administrative Officer  
R. Bomhof, Director of Engineering, Parks and Environment  
K. Hilton, Director of Recreation, Culture and Community Services  
C. Johannsen, Director of Development Services  
D. Leite, Director of Corporate Services  
G. Flack, Deputy Director of Corporate Services  
K. Kenney, Corporate Officer

### 1. **ADOPTION OF AGENDA**

- a. Adoption of the February 24, 2020 Regular Agenda

MOVED BY Councillor James  
SECONDED BY Councillor Wallace

THAT the February 24, 2020 agenda be adopted as circulated.

CARRIED

### 2. **ADOPTION OF THE MINUTES**

- a. Regular Meeting Minutes from February 10, 2020

MOVED BY Councillor James  
SECONDED BY Councillor Storteboom

THAT the minutes of the regular meeting held on February 10, 2020 be adopted as circulated.

CARRIED

- b. Special (Pre-Closed) Meeting Minutes from February 10, 2020

MOVED BY Councillor Albrecht  
SECONDED BY Councillor Pachal

THAT the minutes of the special (pre-closed) meeting held on February 10, 2020 be adopted as circulated.

CARRIED

### 3. **MAYOR'S REPORT**

- a. Upcoming Meetings

Regular Council Meeting – March 9, 2020  
Regular Council Meeting – March 23, 2020

- b. Pink Shirt Day - February 26, 2020

Mayor van den Broek reminded everyone that Wednesday February 26, 2020 is Pink Shirt Day, and advised that since its beginning in 2007, Pink Shirt Day has become a powerful international movement which inspires individuals around the world to stand up against bullying, sending a strong message that we will not tolerate that type of behavior. She noted that this year's theme, "Lift Each Other Up", is an important message of acceptance and non-judgement and encouraged everyone to wear pink on Wednesday.

- c. Discover Langley City

Councillor Albrecht

Administration

The marketing intern has been working on updating the Hungry and Attractions Guide. Both guides have been fully distributed so we are in need of updated printed guides to hand out to consumers in 2020.

Marketing

Social media continues to be our most effective form of communicating with consumers. We have been working on posting seasonally specific content that highlights experiences that can be found in the City. Instagram and Facebook continue to grow every month, with Facebook having a post reach of 50,081 in the last 28 days.

Our Digital Marketing Strategy continues to be effective in raising the profile of the City as a destination, by sharing fun quips to pop into people's attention while searching the internet. We will be sharing those results on a quarterly basis.

We are entering our second year with West Coast Food, the cooperative marketing campaign with Metro Vancouver partners. The budget for 2020 is projected at \$145,000, plus a contribution from Translink to promote dining along the SkyTrain and B-Line routes.

These funds will be used on a variety of campaigns to promote dining experiences in the Metro Vancouver area including articles, social media, contests, video and newsletters.

Discover Langley City was invited to Farm Country Brewery to work on a collaboration brew with the DLBA and KPU which should come to life in a month or so and we look forward to the DLC logo on the cans!

In response to a question from a Council member, Councillor Albrecht advised that, with respect to the West Coast Food marketing campaign, the budget of \$145,000 is inclusive of a number of participating communities' and TransLink's contributions.

d. Recreation Update

Kim Hilton, Director of Recreation, Culture and Community Services provided an update on events for March:

Special Events

- Spring Break Day Camp – Ages 5-12 – March 16-20 and March 23-27

Programs

- Spring & Summer 2020 Recreation Guide available March 5
- Cookie Monster Preschool – Registration opens Monday February 24
- Tai Chi Yang Style – Ages 18+ years – March 4 to April 8 – Timms Community Centre
- Teen Pump – Ages 13 to 16 years – March 8 to 22 - Timms Community Centre
- Wellness Workshop – Wellness Talk and Mobility Device Check – March 17 - Timms Community Centre

**4. BYLAWS**

a. Bylaw 3120 - Financial Plan 2020-2024

Final reading of a bylaw to adopt the Financial Plan for 2020 - 2024

MOVED BY Councillor Pachal

SECONDED BY Councillor James

THAT the bylaw cited as "Financial Plan 2020 – 2024 Bylaw, 2020, No. 3120" be read a final time.

CARRIED

b. Property Acquisition and Infrastructure Loan Authorization Bylaw 2020, No. 3112 and Process for Seeking Approval of the Electors

Francis Cheung, Chief Administrative Officer spoke to the report dated February 13, 2020 entitled Property Acquisition and Infrastructure Loan Authorization Bylaw 2020, No. 3112 and Process for Seeking Approval of the Electors which provides information on the purpose of Loan Authorization Bylaw No. 3112 and the proposed process for seeking approval of the electors for the bylaw.

Kelly Kenney, Corporate Officer provided a presentation on the Alternative Approval Process and timeline.

1. Bylaw 3112 - Property Acquisition and Infrastructure Loan Authorization Bylaw

First, second and third reading of a bylaw to authorize the borrowing up to \$50 million, the estimated cost to make strategic land acquisitions, parks and trails improvements, infrastructure upgrades, and undertake City/recreation facilities expansion/enhancement capital projects

MOVED BY Councillor Albrecht

SECONDED BY Councillor Pachal

THAT the bylaw cited as the "Property Acquisition and Infrastructure Upgrades Loan Authorization Bylaw 2020, No. 3112" be read a first time.

THAT the bylaw cited as the "Property Acquisition and Infrastructure Upgrades Loan Authorization Bylaw 2020, No. 3112" be read a second time.

THAT the bylaw cited as the "Property Acquisition and Infrastructure Upgrades Loan Authorization Bylaw 2020, No. 3112" be read a third time.

CARRIED

2. Submission of Loan Authorization Bylaw to Inspector of Municipalities

MOVED BY Councillor Pachal  
SECONDED BY Councillor James

THAT City Council direct the Corporate Officer to submit Property Acquisition and Infrastructure Upgrades Loan Authorization Bylaw 2020, No. 3112 to the Ministry of Community Services for review and approval by the Inspector of Municipalities.

CARRIED

3. Alternative Approval Process

MOVED BY Councillor Martin  
SECONDED BY Councillor Albrecht

THAT following approval of the Property Acquisition and Infrastructure Upgrades Loan Authorization Bylaw 2020, No. 3112 by the Inspector of Municipalities, approval of the electors be sought through the Alternative Approval Process in relation to the loan authorization bylaw.

CARRIED

MOVED BY Councillor Pachal  
SECONDED BY Councillor Wallace

THAT the Alternative Approval Process Elector Response Form be approved.

BEFORE THE QUESTION WAS CALLED in response to a question from a Council member, staff confirmed that there is space on the form for multiple signatures.

THE QUESTION WAS CALLED and the motion was

CARRIED

MOVED BY Councillor James  
SECONDED BY Councillor Albrecht

THAT the advertisement for the Alternative Approval Process be approved.

CARRIED

## 5. **COMMITTEE REPORTS**

- a. Crime Prevention Task Group - Motions from January 29, 2020 Meeting

MOVED BY Councillor Pachal

SECONDED BY Mayor van den Broek

THAT the City explore a partnership with Stepping Stone Community Services and the RCMP to work on a video story featuring people who are experiencing homelessness and include an education piece from the RCMP about prolific offenders.

BEFORE THE QUESTION WAS CALLED in response to the a question from a Council member, Councillor Pachal, Chair of the Crime Prevention Task Group advised that there are no financial implications in relation to this proposal.

THE QUESTION WAS CALLED and the motion was

CARRIED

MOVED BY Councillor Pachal

SECONDED BY Councillor Wallace

THAT City Council donate a three-month Timms Community Centre recreation pass for use as an incentive prize when recruiting volunteers to go door to door during the Crime Prevention Task Group's 2020 "Know Your Neighbour" campaign.

BEFORE THE QUESTION WAS CALLED in response to a question from a Council member, Councillor Pachal, Chair of the Crime Prevention Task Group advised that last year an electronic device was awarded to a volunteer who participated in that year's "Know Your Neighbour" campaign and the year before that a Timms Community Centre pass was awarded.

THE QUESTION WAS CALLED and the motion was

CARRIED

Councillors Albrecht and Martin opposed



## 6. **ADMINISTRATIVE REPORTS**

### a. 2020 Community Grant Awards

MOVED BY Councillor James  
SECONDED BY Councillor Wallace

THAT City Council endorse the recommendation of the Community Grant Committee to award community grants totalling \$123,364.55 to the following organizations:

Bard in the Valley	\$ 12,242.40
Big Brothers Big Sisters of Langley	\$ 3,000.00
Boys and Girls Club of Langley	\$ 3,500.00
Brookwood Secondary Dry Grad	\$ 500.00
Canadian Chilli and BBQ Society	\$ 10,000.00
Children of the Street Society – PLEA	\$ 1,000.00
Codependents Anonymous 12 Step Group	\$ 1,223.75
DLBA – Arts Alive Festival and Events	\$ 10,500.00
Dutch Liberation 2020 Canadian Society	\$ 2,500.00
Encompass – Best Babies	\$ 4,570.00
Fibromyalgia Well Spring Foundation	\$ 500.00
Fraser Region Community Justice Initiatives (CJI)	\$ 2,000.00
HD Stafford Middle School	\$ 3,000.00
Human Dignity Coalition - Langley	\$ 2,500.00
Inclusion Langley – Langley Pride	\$ 2,500.00
KidsSport Langley	\$ 2,500.00
KPU International Music Festival Society	\$ 5,500.00
Langley 4H District Council	\$ 150.00
Langley Amateur Radio Association	\$ 262.50
Langley Animal Protection Society	\$ 5,000.00
Langley Care Foundation – Langley Lodge	\$ 2,500.00
Langley Children's Committee – The Next	\$ 1,200.00

Chapter	
Langley Community Services Society	\$ 2,500.00
Langley Field Naturalists	\$ 1,500.00
Langley Flippers Swim Club	\$ 2,856.00
Langley Food Bank	\$ 3,500.00
Langley Fundamental Dry Grad	\$ 500.00
Langley Lawn Bowling Club	\$ 2,300.00
Langley Literacy Association	\$ 2,500.00
Langley Meals on Wheels	\$ 3,216.75
Langley Pos-Abilities Society	\$ 1,231.90
Langley Scholarship Committee	\$ 4,500.00
Langley Secondary School Dry Grad Committee	\$ 500.00
Langley Senior Resources Society	\$ 15,000.00
Langley Writer's Guild	\$ 500.00
Lower Fraser Valley Aboriginal Society	\$ 750.00
Parkinson Society BC Langley Chapter	\$ 236.25
Pitch in Canada	\$ 425.00
RibFest Langley – Rotary Club	\$ 2,500.00
Soroptimist International of the Langleys	\$ 200.00
Youth Parliament	\$ 2,000.00
	<b>\$ 123,364.55</b>

BEFORE THE QUESTION WAS CALLED in response to a question from a Council member, staff confirmed that all grant recipients are required to provide a receipt to the City outlining how the grant funds were spent.

THE QUESTION WAS CALLED and the motion was

**CARRIED**

b. 2020 UBCM Resolution - Varied Taxation Rate for the Residential Class

MOVED BY Councillor Albrecht  
SECONDED BY Councillor Pachal

THAT City Council endorse the following resolution for submission to the 2020 Lower Mainland Local Government Association (LMLGA) Conference for consideration of endorsement and subsequent submission to the 2020 Union of BC Municipalities (UBCM) Convention for consideration of endorsement:

WHEREAS the Province of British Columbia through the BC Assessment Act – Prescribed Classes of Property Regulation B.C. Reg. 438/81 specifies that there is one assessment class for all types of residential properties and the Community Charter outlines that a municipal bylaw to establish the property value taxes each year under section 197 (3) specifies there is a single rate for each property class;

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

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

CARRIED

c. 2020 UBCM Resolution - Cannabis Retail Tax Revenue Sharing

MOVED BY Councillor Albrecht  
SECONDED BY Councillor Pachal

THAT City Council endorse the following resolution for submission to the 2020 Lower Mainland Local Government Association (LMLGA) Conference for consideration of endorsement and subsequent submission to the 2020 Union of BC Municipalities (UBCM) Convention for consideration of endorsement:

CARRIED

d. Downtown Revitalization Grant Application

MOVED BY Councillor Pachal  
SECONDED BY Councillor Albrecht

1. THAT a grant application be submitted under the Investing in Canada Infrastructure Program for the Downtown Revitalization project, Fraser Hwy and Douglas Crescent between 204 Street and 206 Street, and;
2. That Council support the project and agrees to commit to the City's share of \$2,651,307 of the project.

BEFORE THE QUESTION WAS CALLED in response to a question from a Council member, staff advised that there was no advantage to implementing Phase 2 of the project prior to Phase 1 as no additional parking would be created by the Phase 2 works.

CARRIED

**7. NEW AND UNFINISHED BUSINESS**

a. Motions/Notices of Motion

b. Correspondence

1. Bruce Downing - Langley City Resident

Request that Council consider designating Grade Crescent a "Heritage Road"

MOVED BY Councillor Martin  
SECONDED BY Councillor Wallace

THAT the request from Mr. Bruce Downing to designate Grade Crescent a "Heritage Road" be referred to staff to investigate and report back on the financial implications of this proposal.

CARRIED

2. City of Port Moody

Requesting Council to support the creation of a National Pharmacare Program for Canadians

MOVED BY Councillor Storteboom  
SECONDED BY Councillor Pachal

THAT the request from the Mayor of the City of Port Moody that the City of Langley support Port Moody's call to the Federal Government to work with the provinces and territories to develop and implement a Universal Public National Pharmacare program be referred to staff to investigate and report back to Council on any implications to the City in supporting the call for this program.

CARRIED

3. Ministry of Transportation and Infrastructure

Response letter to City's request to modernize the Motor Vehicle Act

MOVED BY Councillor Pachal  
SECONDED BY Councillor Wallace

THAT the Council of the City of Langley send correspondence to the Honourable Claire Trevena, MLA, Minister of Transportation and Infrastructure, thanking her for her reply to the City's correspondence requesting modernization of the Motor Vehicle Act and requesting she inform the Council of the City of Langley when the second phase of the Ministry's pilot projects to support active transportation and better protection of other road users is open for submission from interested municipalities.

CARRIED

c. New Business

**8. ADJOURNMENT**

MOVED BY Councillor Albrecht  
SECONDED BY Councillor Pachal

THAT the meeting adjourn at 7:46pm.

CARRIED

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Signed:

MAYOR

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Certified Correct:

CORPORATE OFFICER



## **MINUTES OF A SPECIAL (PRE-CLOSED) COUNCIL MEETING**

**Monday, February 24, 2020  
5:45 p.m.  
CKF Boardroom, Langley City Hall  
20399 Douglas Crescent**

Present: Mayor van den Broek  
Councillor Albrecht  
Councillor James  
Councillor Martin  
Councillor Pachal  
Councillor Storteboom  
Councillor Wallace

Staff Present: F. Cheung, Chief Administrative Officer  
R. Bomhof, Director of Engineering, Parks and Environment  
K. Hilton, Director of Recreation, Culture and Community Services  
C. Johannsen, Director of Development Services  
D. Leite, Director of Corporate Services  
K. Kenney, Corporate Officer

### **1. MOTION TO HOLD A CLOSED MEETING**

MOVED BY Councillor Martin  
SECONDED BY Councillor Storteboom

THAT the Council Meeting immediately following this meeting be closed to the public as the subject matter being considered relates to items which comply with the following closed meeting criteria specified in Section 90 of the Community Charter:

(1) A part of a council meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:

(a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the municipality or another position appointed by the municipality.

**CARRIED**

2. **ADJOURNMENT**

MOVED BY Councillor James  
SECONDED BY Councillor Storteboom

THAT the Special (pre-closed) Council meeting adjourn at 5:46pm.

CARRIED

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Signed:

MAYOR

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Certified Correct:

CORPORATE OFFICER





## CITY OF LANGLEY

### REQUEST TO APPEAR AS A DELEGATION / COMMUNITY SPOTLIGHT

To appear before Council as a Delegation or Community Spotlight at a Council Meeting, please submit a written request to the Corporate Officer by 12:00 p.m. noon on the Wednesday prior to the scheduled Council Meeting. You may complete this form or provide a letter however please ensure the letter contains the information requested on this form. You can submit your request by email to [pkusack@langleycity.ca](mailto:pkusack@langleycity.ca), in person or by mail at City Hall (20399 Douglas Crescent, Langley BC V3A 4B3), or by fax at 604-514-2838. A staff member will contact you to confirm the meeting date at which you are scheduled to appear before Council.

Council meetings take place at 7:00 p.m. in the Council Chambers on the second floor of Langley City Hall. Delegations are defined as an individual, group of organization making a request of Council. A Community Spotlight is an individual, group or organization providing information or updates on an event or activity. Delegations are limited to a five (5) minute presentation and Community Spotlights are limited to a ten (10) minute presentation. You may speak on more than one (1) topic but you must keep your presentation within the prescribed time limit. Please attach any material that you wish Council to review in advance of the meeting to this form.

DATE: March 3, 2020

REQUESTED MEETING DATE: March 9, 2020

NAME: Ginger Sherlock, Langley Emergency Program Coordinator

ORGANIZATION NAME: Langley City Emergency Program

EMAIL ADDRESS: [gsherlock@langleycity.ca](mailto:gsherlock@langleycity.ca)

TOPIC: Community Update - City's Readiness and Response to COVID-19

AUDIO/VISUAL NEEDS: ppt

ACTION YOU WISH COUNCIL TO TAKE: None, information only.



# REPORT TO COUNCIL

To: **Mayor and Councillors**

Subject: Inter-municipal Ride-hailing Business Licence

File #: 3900.00

Doc #:

From: Dave Selvage  
Manager of Community Safety

Date: February 26, 2020

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## RECOMMENDATION:

1. THAT Council approve the City of Langley's participation in the Inter-municipal Business Licence (IMBL) for Ride Hailing as described in this report.
2. THAT Council approve the Inter-municipal Transportation Network Services (TNS) Business Licence Agreement (attached as Appendix A) between the City of Langley and Region 1 participating municipalities (listed in Appendix C).
3. THAT Council authorize the Mayor and Corporate Officer to execute the Inter-municipal Transportation Network Services (TNS) Business Licence Agreement (attached as Appendix A).
4. THAT Council give three readings to the associated Inter-municipal Transportation Network Services (TNS) Business Licence Bylaw, 2020, No. 3121 (attached as Appendix B).

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## PURPOSE:

The purpose of the report is to seek approval from City Council to participate in the Inter-municipal Business Licence (IMBL) for Ride Hailing and to give first, second and third readings to the Inter-municipal Transportation Network Service (TNS) Business Licence Bylaw 2020, No. 3121.

## **POLICY:**

The *Community Charter* provides guidance on Bylaw procedures, municipalities' authority over business licencing and for entering into agreements with other Public Authorities.

## **COMMENTS/ANALYSIS:**

### Background

Provincial legislation in force since September 2019 has reduced the municipal authority to regulate Passenger Directed Vehicles (PDV) such as taxis, limousines and ride-hailing vehicles. The Province now has sole authority to regulate company fleet size and operational boundaries, to set vehicle standards and to issue driver Chauffeur Permits. While the province's new regulations surrounding PDV activities limit the role of municipalities in establishing local regulations, municipalities retain authority to:

- Issue business licences;
- Set business licence requirements; and
- Regulate business activities, such as street and curb use and pick-up and drop-off locations, through bylaws.

The Province regulates Passenger Directed Vehicles through the *Passenger Transportation Act*, the *Motor Vehicle Act* and the *Commercial Transportation Act*. Companies that operate passenger directed transportation services are licensed by the independent, provincially appointed BC Passenger Transportation Board (PTB). Municipalities may issue business licences to companies once those companies have been licensed by the PTB.

An Inter-municipal Business Licence (IMBL) is a business licence that allows mobile businesses to operate across participating municipalities with the purchase of one licence. An IMBL is formed through common bylaws enacted by each participating municipality. The IMBL Agreement for participating/partnering municipalities addresses terms such as the licence fee, revenue sharing formula and distribution and overall administration of the licence (IMBL agreement attached as Appendix A). The IMBL bylaw (Appendix B) is the formal mechanism through which the IMBL is implemented in each municipality and sets out the various terms and conditions that apply to the IMBL across the participating municipalities. When implementing an IMBL participating municipalities work together to determine:

- the types of businesses eligible to be covered under the particular IMBL (e.g. trades/construction);
- how much to charge for an IMBL;

- the model for collecting and sharing revenue from the sales of the IMBL (e.g. seller retains revenue from sales or cost sharing among jurisdictions); and
- the terms of the bylaw to be enacted by each participating municipality.

In Region 1, there are four existing sub-regional IMBL groups: Fraser Valley, Metro West, North Shore and Tri-Cities that cover mobile businesses such as trades, construction, and catering. None of these existing IMBLs apply to vehicles for hire or any other transport services.

The process of developing an IMBL generally takes six months to a year. For ride-hailing, a year-long process carried the risk that a patchwork of municipal licensing frameworks would emerge and have a potentially negative impact on the regional roll-out of the industry. On December 12, 2019, the Mayors' Council on Regional Transportation directed TransLink to facilitate an expedited IMBL development process with Region 1 municipalities with agreement on bylaw terms by January 31, 2020.

Region 1 municipalities commenced work in late December 2019. An IMBL Working Group was established and met weekly throughout the month of January 2020 to develop the proposal for an IMBL for ride-hailing. The proposed IMBL bylaw agreement and bylaw establish licensing authority; licence fee and structure; licence conditions; and licence fee revenue sharing among participating municipalities (Appendix A and Appendix B). They represent the outcome of two-thirds majority-based voting undertaken by the IMBL Working Group members.

Participating municipalities will bring reports to their Councils in February and March 2020 recommending approval of the bylaws as presented. If approved, the IMBL will take effect on April 1, 2020. For any participating municipalities that enact the bylaw after April 1, 2020, the licence will take effect in that municipality on the day of enactment.

Given the expedited process for development, the terms of the bylaw should be understood as interim. Participating municipalities will assess the effectiveness of the licence over the coming months, as more companies are licensed and operating.

As of February 13, 2020 the PTB has authorized five ride-hailing companies to operate in Region 1. Should the IMBL be approved, all Region 1 PTB authorized companies will be able to apply to operate under that licence.

The City's participation in an IMBL for ride hailing will not affect its ability to regulate street use under the Street and Traffic Bylaw.

### Strategic Analysis

The draft IMBL bylaws establish the following:

## 1. Licensing Authority

The City of Vancouver will be the licensing authority for the IMBL which means that ride-hailing companies will need to purchase the licence from the City of Vancouver. The licence will allow companies to operate in all participating Region 1 municipalities.

Given the expedited timeframe to develop a licensing scheme, the working group agreed that the City of Vancouver is well positioned for this role as it has developed an infrastructure to support tracking and issuing Transportation Network Services (TNS) business licences.

## 2. Licence Fee and Structure

The annual licence fee will be a company fee of \$155 plus per vehicle fees of

- \$150 for each vehicle
- \$30 for each zero-emission vehicle
- \$0 for each wheelchair accessible.

The discounted fee for zero emission vehicles provides a meaningful incentive while acknowledging that these vehicles do have an administrative cost and physical impact on streets. Wheelchair accessible vehicles are understood to be more expensive to purchase and maintain than non-accessible vehicles, and municipalities want to encourage their participation in ride-hailing as much as possible. Therefore, a \$0 per vehicle fee is proposed.

Licence fees are to be pro-rated to align with the City of Vancouver's calendar licensing structure.

Companies will self-report monthly all new vehicles operating under their licence, and whether they are standard, zero emission or wheelchair accessible. Once a vehicle has been reported and the associated fee paid, the vehicle may operate for the remainder of the calendar year.

The per vehicle fee structure was agreed upon as it can be implemented immediately; it enables incentives for specific vehicle types; and it is equitable among companies of all fleet sizes.

The per vehicle fee of \$150 was set with the aim of achieving administrative program cost recovery (Appendix D), and recovery of costs to participating municipalities associated with monitoring business activity and impacts in their communities. Because ride-hailing is a new business type the full costs

of licensing and monitoring are not yet known. The licence fee is comparable to licensing fees in other Canadian jurisdictions such as the City of Calgary.

### Licence Fee Revenue Sharing

Licence fee revenue will be shared among participating municipalities. The City of Vancouver will first retain funds sufficient to recover costs for set-up and administration of the licence program, (Appendix D) and remaining revenues will be shared based on the percent of total regional pick-ups and drop-offs that occur within each municipality.

Year 1 of the IMBL program includes set-up costs that are expected to fall in subsequent years as the program is regularized. At the end of each licence year, the City of Vancouver will provide participating municipalities with a year-end account of costs, and revenue to be shared.

### Licence Requirements

Companies will be required to comply with the municipal bylaws and regulations of each participating municipality.

Each participating municipality will retain authority to enforce its own bylaws (e.g. street and traffic regulations), and also to suspend or cancel an IMBL. Because suspension or cancellation of a licence would affect all participating municipalities, staff in participating municipalities will establish a shared protocol for escalating enforcement prior to any municipality considering suspension or cancellation. This protocol will include communicating with the Provincial Registrar and Passenger Transportation Branch about on-going concerns with a company or vehicle.

The Province will be enforcing compliance with provincial regulations and licence conditions. Field investigations will be carried out by the Commercial Vehicle Safety and Enforcement (CVSE) Branch; the Registrar of the Passenger Transportation Branch is authorized to investigate and audit companies for issues including compliance with licence conditions and public safety. At this time, the number of provincial enforcement staff that will be assigned to address potential issues in the City of Langley is not available.

### Monitoring Industry Impacts – Access to Data

Access to detailed trip data is critical for municipalities in understanding the impact of ride-hailing in their communities at both the system-wide and street levels. At the system-wide level it will assist in identifying changes in travel mode share like transit use, cycling and walking. At the street level it can be used to establish solutions to



mitigate safety concerns and congestion impacts such as identification of ride-hailing pick-up and drop-off zones. It can also highlight locations that may require enforcement attention.

The BC Passenger Transportation Branch requires comprehensive vehicle and trip data from companies. In early February, the Province confirmed that municipalities will be able to access these data on a regular, on-going basis through a Partnership Agreement with the Passenger Transportation Branch. Consequently, detailed trip data will not be a requirement of the IMBL; municipalities will benefit from access to provincial data, and companies will benefit from not having to duplicate data submission efforts.

As a condition of the IMBL, licenced ride-hailing companies will still be required to report the total number of pick-ups and drop-offs occurring in each participating municipality so as to enable the City of Vancouver to calculate the share of revenue owed to each participating municipality.

### Next Steps

Should the proposed IMBL bylaws be approved by Council and by other participating municipalities, The City of Vancouver is prepared to issue IMBL licences on April 1, 2020; prepare invoices; and set-up revenue distribution.

The IMBL terms were developed on an expedited time frame; The City of Vancouver will work with participating municipalities to monitor its effectiveness and consider refinement of terms. For example, there may be opportunities to further encourage wheelchair accessible or zero emission vehicles. Industry representatives requested a fee structure that more accurately reflects their business model such as a monthly fee based on active vehicles. As more companies are licensed and staff come to better understand the costs for licensing and for monitoring industry impacts, such changes may be considered.

In considering adjustments to the ride-hailing IMBL, staff will consider opportunities to include limousines as they are also authorized by the PTB to operate across municipal boundaries. The PTB has announced that it will review its regulations with regard to taxi operating areas, but taxis cannot be considered for an IMBL at this time as the PTB restricts their operations to be within municipal boundaries.

### Public/Civic Agency Input

The working group held an industry information session on January 22, inviting the 17 TNS operators who had applied to the PTB to operate in Region 1 at that time. Participants were informed about the proposed IMBL framework, including specifics, such as fee structure and data requirements. At the time of the consultation, the

proposed IMBL included data submission requirements that have since been removed. Fifteen of the applicants invited sent representatives.

In addition to the comments given during the information session, three companies submitted written comments following the session. The working group reviewed and considered all comments submitted.

The TNS industry representatives were generally appreciative of the expedited IMBL process, particularly as two of the applicants received PTB approval during the process and had a more urgent need for an IMBL.

The key concerns heard by the working group were:

1. Fee structure and smaller operators: The working group heard concerns that the fee structure disadvantaged smaller operators who are less able to absorb the per-vehicle charges compared to larger operators.
2. Fee structure and TNS fluidity: The working group heard concerns that the way that fees are charged – based on vehicles that sign on with the company rather than number of vehicles in operation – do not match the fluid nature of the ride-hailing industry which tends to have high driver turnover.
3. Data requirements and granularity: The working group also heard concerns about the level of granularity required for data submissions, with respect to customer privacy.

The working group will take key concerns 1 and 2 under advisement and consider options to address these concerns as part of the ongoing development of a permanent IMBL. The concerns are significant enough and industry perspectives varying enough that further work and consultation is required, and was not possible prior to the January 31 deadline for the interim IMBL.

Regarding data requirement concerns, the working group has since determined that detailed data submission will not be required as part of the IMBL. Municipalities will access provincially collected data through a Partnership Agreement with the Provincial Transportation Branch.

#### Implications/Risks

##### 1. Bylaw provisions not supported by Council

The terms proposed in the Inter-municipal Business Licence for ride-hailing have been developed and agreed to by staff from the municipalities that participated in the



Working Group. Should Council seek to amend terms of the bylaws at this time, further consultation with all participating municipalities would be required. Consequently, the proposed effective date for implementation of the licence, April 1, 2020, would likely be delayed.

The IMBL will be effective in all participating municipalities that adopt the bylaws and enter into agreement. If Council chooses not to support the proposed bylaws as presented, The City of Langley will not be included as a participant in the IMBL. Ride-hailing companies holding the licence will not be able to operate under that licence in The City of Langley. As a result, residents may not be able to access regionally integrated ride-hailing services.

## 2. Environmental

Based on evidence from other jurisdictions, the introduction of ride-hailing (TNS) could adversely impact municipal streets and increase vehicle kilometers travelled by private vehicles. Other jurisdictions report the following impacts in their communities:

- While many trips taken with a TNS vehicle substitute trips that passengers would have otherwise driven themselves, travel surveys indicate that between 42% and 61% of urban TNS users would have taken transit, walked, biked, or not taken the trip at all if TNS services had not been available;
- Up to 50% of the vehicle kilometres travelled by TNS vehicles carry no passengers at all, resulting in “deadhead” kilometres TNS drivers travel while looking for patrons; this increases congestion and greenhouse gas emissions associated with transportation.
- In August 2019, Uber and Lyft shared some of their own data which indicated that ride-hailing accounted for 1.7% up to 13.4% of all vehicle kilometres travelled (VKT) in core urban areas and between 1.0% and 2.9% in suburban areas.

The impacts of the introduction of ride-hailing in the City of Langley and the Lower Mainland will be better understood once the City and region have access to ride-hailing trip data.

## **BUDGET IMPLICATIONS:**

Year one (2020) set up and administration of the proposed Inter-municipal Business Licence is estimated to cost the City of Vancouver \$140,000. It is anticipated that these costs will be recovered through licence fee revenue. Should year one licence fee revenue be insufficient for cost recovery, the City will seek to recover outstanding costs from future year IMBL revenues.

Included in the administrative costs is the addition of one half-time licence clerk at an approximate cost of \$33,000 per year.

The City of Langley will obtain a share of the licence fee revenue that remains once administrative program costs have been recovered by the City of Vancouver. That share will be based on The City of Langley's proportion of regional pick-ups and drop-offs and will be used to offset costs related to monitoring industry impacts in the municipality.

### **ALTERNATIVES:**

To not support the implementation of the IMBL for the City of Langley and to have a stand-alone business licence.

Respectfully Submitted,



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Dave Selvage  
Manager of Community Safety

### **Attachments:**

- A. Inter-municipal TNS Business Licence Agreement
- B. Inter-municipal Transportation Network Services Business Licence Bylaw, 2020, No. 3121
- C. Region 1 participating municipalities
- D. IMBL Administrative Program Cost

### **CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:**

I support the recommendation.



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Francis Cheung, P. Eng.  
Chief Administrative Officer



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## Appendix A

### Inter-municipal TNS Business Licence Agreement

WHEREAS the City of Abbotsford, the Village of Anmore, Bowen Island Municipality, the City of Burnaby, the City of Chilliwack, the City of Coquitlam, the Corporation of Delta, the Village of Harrison Hot Springs, the City of Langley, the Corporation of the Township of Langley, the Village of Lions Bay, the City of Maple Ridge, the Corporation of the City of New Westminster, the Corporation of the City of North Vancouver, the Corporation of the District of North Vancouver, the Corporation of the City of Pitt Meadows, the Corporation of the City of Port Coquitlam, the City of Port Moody, the City of Richmond, the District of Squamish, the City of Surrey, the City of Vancouver, the Corporation of the District of West Vancouver, the Resort Municipality of Whistler, and the City of White Rock (the "*Participating Municipalities*"), wish to permit transportation network services ("*TNS*") businesses to operate across their jurisdictional boundaries thereby eliminating the need to obtain a separate municipal business licence in each jurisdiction;

NOW THEREFORE the *Participating Municipalities* agree as follows:

1. The *Participating Municipalities* agree to establish an *Inter-municipal TNS Business Licence* scheme among the *Participating Municipalities*, pursuant to section 14 of the *Community Charter* and section 192.1 of the *Vancouver Charter*.

2. The *Participating Municipalities* will request their respective municipal Councils to each ratify this Agreement and enact a by-law to implement an *Inter-municipal TNS Business Licence* scheme effective April 1, 2020 if this Agreement is ratified and a by-law is enacted prior to or on April 1, 2020, or upon the date of enactment if this Agreement is ratified and a by-law is enacted after April 1, 2020.

3. In this Agreement:

"*Accessible Vehicle*" means a motor vehicle designed and manufactured, or converted, for the purpose of transporting persons who use mobility aids;

"*Administrative Costs*" means the direct and indirect costs and investments attributable to setting up and administering the *Inter-municipal TNS Business Licence* scheme, including wages, materials, corporate overhead and rent;

"*Business*" has the same meaning as in the *Community Charter*;

"*Community Charter*" means the Community Charter, S.B.C. 2003, c. 26, as may be amended or replaced from time to time;

"*Inter-municipal TNS Business*" means a *TNS Business* that has been licensed to operate in the Region 1 operating area by the Passenger Transportation Board;

"*Inter-municipal TNS Business Licence*" means a business licence which authorizes an *Inter-municipal TNS Business* to be carried on within the jurisdictional boundaries of any or all of the *Participating Municipalities*;

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*“Inter-municipal TNS Business Licence By-law”* means the by-law adopted by the Council of each *Participating Municipality* to implement the *Inter-municipal TNS Business Licence* scheme contemplated by this Agreement;

*“Mobility Aid”* has the same meaning as in the *Passenger Transportation Act*, S.B.C 2004, c. 39, as may be amended or replaced from time to time;

*“Municipal Business Licence”* means a licence or permit, other than an *Inter-municipal TNS Business Licence*, issued by a *Participating Municipality* that authorizes a *Business* to be carried on within the jurisdictional boundaries of that *Participating Municipality*;

*“Participating Municipality”* means any one of the *Participating Municipalities*;

*“Premises”* means one or more fixed or permanent locations where the *TNS Business* ordinarily carries on *Business*;

*“TNS Business”* means a person carrying on the business of providing *Transportation Network Services*;

*“Transportation Network Services”* has the same meaning as in the *Passenger Transportation Act*, S.B.C 2004, c. 39, as may be amended or replaced from time to time;

*“Vancouver Charter”* means the *Vancouver Charter*, S.B.C. 1953, c. 55, as may be amended or replaced from time to time; and

*“Zero Emission Vehicle”* means a motor vehicle that is exclusively propelled by electricity or hydrogen from an external source.

4. Subject to the provisions of the *Inter-municipal TNS Business Licence By-law*, each *Participating Municipality* will permit a *TNS Business* that has obtained an *Inter-municipal TNS Business Licence* to carry on the *Business* of providing *Transportation Network Services* within that *Participating Municipality* for the term authorized by the *Inter-municipal TNS Business Licence* without obtaining a *Municipal Business Licence* for the *TNS Business* in that *Participating Municipality*.

5. All *Inter-municipal TNS Business Licences* will be issued by the City of Vancouver.

6. The City of Vancouver may issue an *Inter-municipal TNS Business Licence* to a *TNS Business* if the *TNS Business* is an *Inter-municipal TNS Business* and meets the requirements of the *Inter-municipal TNS Business Licence By-law*, in addition to the requirements of the City of Vancouver’s License By-law No. 4450.

7. Notwithstanding that a *TNS Business* may hold an *Inter-municipal TNS Business Licence* that would make it unnecessary to obtain a *Municipal Business Licence* for the *TNS Business* in the *Participating Municipalities*, the *TNS Business* must still comply with all orders and regulations under any municipal business licence by-law in addition to those under any

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other by-laws, regulations, or provincial or federal laws that may apply within any jurisdiction in which the *TNS Business* carries on *Business*.

8. Any *Participating Municipality* may require that the holder of an *Inter-municipal TNS Business Licence* also obtain a *Municipal Business Licence* for any *Premises* that are maintained by the licence holder within the jurisdiction of the *Participating Municipality*.

9. The annual *Inter-municipal TNS Business Licence* fee is \$155, plus \$150 for each vehicle operating under the authority of the *Inter-municipal TNS Business*, except that the per vehicle fee for *Zero Emission Vehicles* will be \$30, and there will be no per vehicle fee charged for *Accessible Vehicles*. Any fees paid by an applicant to any *Participating Municipality* for a *Municipal Business Licence* for the *TNS Business* prior to the availability of the *Inter-municipal TNS Business Licence* that are not refunded by that *Participating Municipality* will be credited against the initial *Inter-municipal TNS Business Licence* fee owing under this section 9.

10. The fee for any additional vehicles that begin operating under the authority of an *Inter-municipal TNS Business License* holder after the annual license fee is paid will be the per vehicle fee set out in section 9, pro-rated by dividing the applicable annual per vehicle fee by 12 and multiplying the resulting number by the number of months remaining in that calendar year, including any partial months which will be counted as whole months.

11. The City of Vancouver will distribute the revenue generated from *Inter-municipal TNS Business Licence* fees amongst all *Participating Municipalities* based on the City of Vancouver retaining an amount to cover its *Administrative Costs*, with the remaining fees to be distributed proportionally to the *Participating Municipalities*, including the City of Vancouver, based on the number of pick-ups and drop-offs in that *Participating Municipality*. The City of Vancouver will provide the other *Participating Municipalities* with an itemized accounting of the fees collected and disbursed, including an accounting of its *Administrative Costs*, at the time it distributes the remaining fees to those *Participating Municipalities*.

12. If the revenue generated from *Inter-municipal TNS Business Licence* fees in the initial year is insufficient to cover the *Administrative Costs* relating to the initial set up of the scheme, then the City of Vancouver may retain such portion of the *Inter-municipal TNS Business Licence* fees collected in the subsequent year or years as is necessary to reimburse the City of Vancouver for such initial *Administrative Costs*, until the full amount has been recovered.

13. Any revenue payable to a *Participating Municipality* in the initial year will be offset by any fees collected and not refunded by that *Participating Municipality* for a *Municipal Business License* for the *TNS Business* prior to the availability of the *Inter-municipal TNS Business Licence*, and if the fees collected by the *Participating Municipality* exceed the amount owing to that *Participating Municipality*, then that *Participating Municipality* shall remit the difference to the City of Vancouver for inclusion in the revenue distribution set out above.

14. The revenue generated from *Inter-municipal TNS Business Licence* fees collected from January 1 to December 31 inclusive that is to be distributed to the *Participating Municipalities* in accordance with section 11, including the fees collected for any additional vehicles under section 10, will be distributed by the City of Vancouver by February 28 of the year following the year in which fees were collected.

15. The length of term of an *Inter-municipal TNS Business Licence* is 12 months, except that

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the length of term of the initial *Inter-municipal TNS Business Licence* issued to an *Inter- municipal TNS Business* by the City of Vancouver may be less than 12 months in order to harmonize the expiry date of the *Inter-municipal TNS Business Licence* with the calendar year, in which case the annual fee will be pro-rated by dividing the applicable annual license fee by 12 and multiplying the resulting number by the number of months remaining in that calendar year, including any partial months which will be counted as whole months.

16. An *Inter-municipal TNS Business Licence* will be valid within the jurisdictional boundaries of all of the *Participating Municipalities* until its term expires, unless the *Inter- municipal TNS Business Licence* is suspended or cancelled. If a *Participating Municipality* withdraws from the *Inter-municipal TNS Business Licence* scheme among the *Participating Municipalities* in accordance with the *Inter-municipal TNS Business Licence By-law*, then the *Inter-municipal TNS Business Licence* will cease to be valid within the jurisdictional boundary of that former *Participating Municipality*.

17. A *Participating Municipality* may exercise the authority of the City of Vancouver as the issuing municipality and suspend an *Inter-municipal TNS Business Licence* in relation to conduct by the holder within the *Participating Municipality* which would give rise to the power to suspend a business licence under the *Community Charter* or *Vancouver Charter* or under the business licence by-law of the *Participating Municipality*. The suspension will be in effect throughout all of the *Participating Municipalities* and it will be unlawful for the holder to carry on the *Business* authorized by the *Inter-municipal TNS Business Licence* in any *Participating Municipality* for the period of the suspension.

18. A *Participating Municipality* may exercise the authority of the of the City of Vancouver as the issuing municipality and cancel an *Inter-municipal TNS Business Licence* in relation to conduct by the holder within the *Participating Municipality* which would give rise to the power to cancel a business licence under the *Community Charter* or *Vancouver Charter* or the business licence by-law of the *Participating Municipality*. The cancellation will be in effect throughout all of the *Participating Municipalities*.

19. The suspension or cancellation of an *Inter-municipal TNS Business Licence* under section 17 or 18 will not affect the authority of a *Participating Municipality* to issue a *Municipal Business Licence*, other than an *Inter-municipal TNS Business Licence*, to the holder of the suspended or cancelled *Inter-municipal TNS Business Licence*.

20. Nothing in this Agreement affects the authority of a *Participating Municipality* to suspend or cancel any *Municipal Business Licence* issued by that municipality or to enact regulations in respect of any category of *Business* under section 15 of the *Community Charter* or sections 272, 273, 279A, 279A.1, 279B, and 279C of the *Vancouver Charter*.

21. A *Participating Municipality* may, by notice in writing to each of the other *Participating Municipalities*, withdraw from the *Inter-municipal TNS Business Licence* scheme among the *Participating Municipalities*, and the notice must:

- (a) set out the date on which the withdrawing municipality will no longer recognize the validity within its boundaries of *Inter-municipal TNS Business Licences*, which date must be at least 6 months from the date of the notice; and
- (b) include a certified copy of the municipal Council resolution or by-law authorizing the

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municipality's withdrawal from the *Inter-municipal TNS Business Licence* scheme.

22. Nothing contained or implied in this Agreement shall fetter in any way the discretion of the Councils of the *Participating Municipalities*. Further, nothing contained or implied in this Agreement shall prejudice or affect the *Participating Municipalities'* rights, powers, duties or obligations in the exercise of their functions pursuant to the *Community Charter*, *Vancouver Charter*, or the *Local Government Act*, as amended or replaced from time to time, or act to fetter or otherwise affect the *Participating Municipalities'* discretion, and the rights, powers, duties and obligations under all public and private statutes, by-laws, orders and regulations, which may be, if each *Participating Municipality* so elects, as fully and effectively exercised as if this Agreement had not been executed and delivered by the *Participating Municipalities*.

23. Despite any other provision of this Agreement, an *Inter-municipal TNS Business Licence* granted in accordance with the *Inter-municipal TNS Business Licence Bylaw* does not grant the holder a licence to operate in any jurisdiction other than within the jurisdictional boundaries of the *Participating Municipalities*. Furthermore, a business licence granted under any other inter-municipal *TNS Business* licence scheme is deemed not to exist for the purposes of this Agreement even if a *Participating Municipality* is a participating member of the other inter-municipal *TNS Business* licence scheme.

24. This Agreement may be executed in several counterparts, each of which shall be deemed to be an original, and may be delivered by email or facsimile transmission, and each such counterpart, howsoever delivered, shall be deemed to be an original. Such counterparts together shall constitute one and the same instrument, notwithstanding that all of the *Participating Municipalities* are not signatories to the original or the same counterpart.

25. In the event that the municipal Council of a *Participating Municipality* other than the City of Vancouver does not ratify this Agreement, then that municipality will not be considered a *Participating Municipality* for the purposes of this Agreement, and the terms and conditions of this Agreement shall be effective as among the other *Participating Municipalities*.

Signed and delivered on behalf of the *Participating Municipalities*, the Councils of each of which have, by By-law, ratified this Agreement and authorized their signatories to sign on behalf of the respective Councils, on the dates indicated below.

The City of Abbotsford

Mayor

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Corporate Officer

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Date

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Village of Anmore



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Mayor \_\_\_\_\_

Corporate Officer \_\_\_\_\_

Date \_\_\_\_\_

Bowen Island Municipality

Mayor \_\_\_\_\_

Corporate Officer \_\_\_\_\_

Date \_\_\_\_\_

City of Burnaby

City Clerk \_\_\_\_\_

Date \_\_\_\_\_

City of Chilliwack

Mayor \_\_\_\_\_

Corporate Officer \_\_\_\_\_

Date \_\_\_\_\_

City of Coquitlam

Mayor \_\_\_\_\_

City Clerk \_\_\_\_\_

Date \_\_\_\_\_

City of Delta

Mayor \_\_\_\_\_

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City Clerk \_\_\_\_\_

Date \_\_\_\_\_

Village of Harrison Hot Springs

Mayor \_\_\_\_\_

Corporate Officer \_\_\_\_\_

Date \_\_\_\_\_

The Corporation of the City of Langley

Mayor \_\_\_\_\_

Corporate Officer \_\_\_\_\_

Date \_\_\_\_\_

The Corporation of the Township of Langley

Mayor \_\_\_\_\_

Township Clerk \_\_\_\_\_

Date \_\_\_\_\_

Village of Lions Bay

Mayor \_\_\_\_\_

Corporate Officer \_\_\_\_\_

Date \_\_\_\_\_

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City of Maple Ridge

Presiding Member

\_\_\_\_\_

Corporate Officer

\_\_\_\_\_

Date

\_\_\_\_\_

The Corporation of the City of New Westminster

Mayor

\_\_\_\_\_

City Clerk

\_\_\_\_\_

Date

\_\_\_\_\_

The Corporation of the City of North Vancouver

Mayor

\_\_\_\_\_

City Clerk

\_\_\_\_\_

Date

\_\_\_\_\_

The Corporation of the District of North Vancouver

Mayor

\_\_\_\_\_

Municipal Clerk

\_\_\_\_\_

Date

\_\_\_\_\_

The City of Pitt Meadows

Mayor

\_\_\_\_\_

Corporate Officer

\_\_\_\_\_

Date

\_\_\_\_\_

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The Corporation of the City of Port Coquitlam

Mayor \_\_\_\_\_

Corporate Officer \_\_\_\_\_

Date \_\_\_\_\_

City of Port Moody

Mayor \_\_\_\_\_

Corporate Officer \_\_\_\_\_

Date \_\_\_\_\_

The City of Richmond

Chief Administrative Officer \_\_\_\_\_

General Manager  
Corporate and Financial Services  
Financial Services \_\_\_\_\_

Date \_\_\_\_\_

District of Squamish

Mayor \_\_\_\_\_

Corporate Officer \_\_\_\_\_

Date \_\_\_\_\_

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City of

Surrey

Mayor

City

Clerk

Date

The City of Vancouver

Director of Legal Services

Date

The Corporation of the District of West Vancouver

Mayor

Corporate Officer

Date

Resort Municipality of Whistler

Mayor

Municipal Clerk

Date

The Corporation of the City of White Rock

Mayor \_\_\_\_\_ Director of Corporate Administration \_\_\_\_\_ Date \_\_\_\_\_

**Appendix B:**

Inter-municipal Transportation Network Services Business Licence Bylaw, 2020  
Bylaw No. 3121



## **Inter-municipal Transportation Network Services Business Licence Bylaw, 2020 Bylaw No. 3121**

A Bylaw to enter into an Inter-municipal TNS Business Licence Scheme

**WHEREAS** the municipalities that have entered or will enter into the *Inter-municipal TNS Business Licence Agreement* (the “*Participating Municipalities*”) wish to permit licensed transportation network services (“*TNS*”) businesses to operate across their jurisdictional boundaries thereby eliminating the need to obtain a separate municipal business licence in each jurisdiction;

**AND WHEREAS** each of the *Participating Municipalities* has or will adopt a similar Bylaw to implement the *Inter-municipal TNS Business Licence* scheme;

**NOW THEREFORE**, the Council of the City of Langley, in open meeting assembled, enacts as follows:

### **Title**

1. This Bylaw may be cited for all purposes as “Inter-municipal Transportation Network Services Business Licence Bylaw, 2020, No. 3121”.

### **Establishment**

2. There is hereby established an Inter-municipal TNS Business Licence scheme among the Participating Municipalities, pursuant to section 14 of the Community Charter and section 192.1 of the Vancouver Charter.

### **Definitions**

3. In this Bylaw:

“Accessible Vehicle” means a motor vehicle designed and manufactured, or converted, for the purpose of transporting persons who use mobility aids;

“Business” has the same meaning as in the Community Charter;

“Community Charter” means the Community Charter, S.B.C. 2003, c. 26, as may be amended or replaced from time to time;

“Inter-municipal TNS Business” means a TNS Business that has been licensed to operate in the Region 1 operating area by the Passenger Transportation Board;

“Inter-municipal TNS Business Licence” means a business licence which authorizes an Inter-municipal TNS Business to be carried on within the jurisdictional boundaries of any or all of the Participating Municipalities;

“Mobility Aid” has the same meaning as in the Passenger Transportation Act, S.B.C 2004, c. 39. as may be amended or replaced from time to time;

“Municipal Business Licence” means a licence or permit, other than an Inter-municipal TNS Business Licence, issued by a Participating Municipality that authorizes a Business to be carried on within the jurisdictional boundaries of that Participating Municipality;

“Participating Municipality” means any one of the Participating Municipalities;

“Premises” means one or more fixed or permanent locations where the TNS Business ordinarily carries on Business;

“TNS Business” means a person carrying on the business of providing Transportation Network Services;

“Transportation Network Services” has the same meaning as in the Passenger Transportation Act, S.B.C 2004, c. 39, as may be amended or replaced from time to time;

“Vancouver Charter” means the Vancouver Charter, S.B.C. 1953, c. 55, as may be amended or replaced from time to time; and

“Zero Emission Vehicle” means a motor vehicle that is exclusively propelled by electricity or hydrogen from an external source.

## **Application**

4. Subject to the provisions of this Bylaw, each Participating Municipality will permit a TNS Business that has obtained an Inter-municipal TNS Business Licence to carry on the Business of providing Transportation Network Services within that Participating Municipality for the term authorized by the Inter-municipal TNS Business Licence without obtaining a Municipal Business Licence for the TNS Business in that Participating Municipality.
5. All Inter-municipal TNS Business Licences will be issued by the City of Vancouver.
6. The City of Vancouver may issue an Inter-municipal TNS Business Licence to a TNS Business if the TNS Business is an Inter-municipal TNS Business and



meets the requirements of this Bylaw, in addition to the requirements of the City of Vancouver's License Bylaw No. 4450.

7. Notwithstanding that a TNS Business may hold an Inter-municipal TNS Business Licence that would make it unnecessary to obtain a Municipal Business Licence for the TNS Business in the Participating Municipalities, the TNS Business must still comply with all orders and regulations under any municipal business licence bylaw in addition to those under any other Bylaws, regulations, or provincial or federal laws that may apply within any jurisdiction in which the TNS Business carries on Business.
8. Any Participating Municipality may require that the holder of an Inter-municipal TNS Business Licence also obtain a Municipal Business Licence for any Premises that are maintained by the licence holder within the jurisdiction of the Participating Municipality.
9. The annual Inter-municipal TNS Business Licence fee is \$155, plus \$150 for each vehicle operating under the authority of the Inter-municipal TNS Business, except that the per vehicle fee for Zero Emission Vehicles will be \$30, and there will be no per vehicle fee charged for Accessible Vehicles. Any fees paid by an applicant to any Participating Municipality for a Municipal Business Licence for the TNS Business prior to the availability of the Inter-municipal TNS Business Licence that are not refunded by that Participating Municipality will be credited against the initial Inter-municipal TNS Business Licence fee owing under this section 9.
10. The fee for any additional vehicles that begin operating under the authority of an Inter-municipal TNS Business License holder after the annual license fee is paid will be the per vehicle fee set out in section 9, pro-rated by dividing the applicable annual per vehicle fee by 12 and multiplying the resulting number by the number of months remaining in that calendar year, including any partial months which will be counted as whole months.
11. The length of term of an Inter-municipal TNS Business Licence is 12 months, except that the length of term of the initial Inter-municipal TNS Business Licence issued to an Inter-municipal TNS Business by the City of Vancouver may be less than 12 months in order to harmonize the expiry date of the Inter-municipal TNS Business Licence with the calendar year, in which case the annual fee will be pro-rated by dividing the applicable annual license fee by 12 and multiplying the resulting number by the number of months remaining in that calendar year, including any partial months which will be counted as whole months.
12. An Inter-municipal TNS Business Licence will be valid within the jurisdictional boundaries of all of the Participating Municipalities until its term expires, unless the Inter-municipal TNS Business Licence is suspended or cancelled. If a Participating Municipality withdraws from the Inter-municipal TNS Business Licence scheme among the Participating Municipalities in

accordance with this Bylaw, then the Inter-municipal TNS Business Licence will cease to be valid within the jurisdictional boundary of that former Participating Municipality.

- 13.A Participating Municipality may exercise the authority of the City of Vancouver as the issuing municipality and suspend an Inter-municipal TNS Business Licence in relation to conduct by the holder within the Participating Municipality which would give rise to the power to suspend a business licence under the Community Charter or Vancouver Charter or under the business licence Bylaw of the Participating Municipality. The suspension will be in effect throughout all of the Participating Municipalities and it will be unlawful for the holder to carry on the Business authorized by the Inter-municipal TNS Business Licence in any Participating Municipality for the period of the suspension.
- 14.A Participating Municipality may exercise the authority of the City of Vancouver as the issuing municipality and cancel an Inter-municipal TNS Business Licence in relation to conduct by the holder within the Participating Municipality which would give rise to the power to cancel a business licence under the Community Charter or Vancouver Charter or the business licence Bylaw of the Participating Municipality. The cancellation will be in effect throughout all of the Participating Municipalities.
- 15.The suspension or cancellation of an Inter-municipal TNS Business Licence under section 13 or 14 will not affect the authority of a Participating Municipality to issue a Municipal Business Licence, other than an Inter-municipal TNS Business Licence, to the holder of the suspended or cancelled Inter-municipal TNS Business Licence.
- 16.Nothing in this Bylaw affects the authority of a Participating Municipality to suspend or cancel any Municipal Business Licence issued by that municipality or to enact regulations in respect of any category of Business under section 15 of the Community Charter or sections 272, 273, 279A, 279A.1, 279B, and 279C of the Vancouver Charter.
- 17.A Participating Municipality may, by notice in writing to each of the other Participating Municipalities, withdraw from the Inter-municipal TNS Business Licence scheme among the Participating Municipalities, and the notice must:
  - a. set out the date on which the withdrawing municipality will no longer recognize the validity within its boundaries of Inter-municipal TNS Business Licences, which date must be at least 6 months from the date of the notice; and
  - b. include a certified copy of the municipal Council resolution or Bylaw authorizing the municipality's withdrawal from the Inter-municipal TNS Business Licence scheme.

18. Despite any other provision of this Bylaw, an Inter-municipal TNS Business Licence granted in accordance with this Bylaw does not grant the holder a licence to operate in any jurisdiction other than within the jurisdictional boundaries of the Participating Municipalities.

19. A business licence granted under any other inter-municipal TNS Business licence scheme is deemed not to exist for the purposes of this Bylaw, even if a Participating Municipality is a participating member of the other inter-municipal TNS Business licence scheme.

### **Severability**

20. The invalidity or unenforceability of any provision of this Bylaw shall not affect the validity or enforceability of any other provisions of this Bylaw and any such invalid or unenforceable provision shall be deemed to be severable.

READ A FIRST, SECOND AND THIRD TIME this      day of      , 2020.

FINALLY ADOPTED this      day of      , 2020.

\_\_\_\_\_  
**MAYOR**

\_\_\_\_\_  
**CORPORATE OFFICER**

## **Appendix C**

The following list comprises municipalities that will be bringing the proposed IMBL to their Councils for decision. Those municipalities that approve and enact the by-laws will be participants of the IMBL.

1. City of Abbotsford
2. Village of Anmore
3. Bowen Island Municipality
4. City of Burnaby
5. City of Chilliwack
6. City of Coquitlam
7. City of Delta
8. Village of Harrison Hot Springs
9. The Corporation of the City of Langley
10. The Corporation of the Township of Langley
11. Village of Lions Bay
12. City of Maple Ridge
13. The Corporation of the City of New Westminster
14. The Corporation of the City of North Vancouver
15. The Corporation of the District of North Vancouver
16. The City of Pitt Meadows
17. The Corporation of the City of Port Coquitlam
18. City of Port Moody
19. City of Richmond
20. District of Squamish
21. City of Surrey
22. The City of Vancouver
23. The Corporation of the District of West Vancouver
24. Resort Municipality of Whistler
25. The Corporation of the City of White Rock

## **Appendix D**

### **IMBL Administrative Program Cost**

Estimated Year 1 Total Cost: \$140,000

Direct and indirect costs and investments Include:

- Privacy Management
- Legal Services
- Policy Development
- Corporate Overhead, Materials and Rent
- Licence processing including fee administration and reconciliation

The City of Vancouver will retain licence fee revenue sufficient to recover IMBL administrative program costs. Any remaining funds will be distributed among participating municipalities based on the percent of total regional pick-ups and drop-offs that occur within each of their boundaries.

Should year one licence fee revenue be insufficient for cost recovery, the City will seek to recover outstanding costs from future year IMBL revenue



**Inter-municipal Transportation Network Services  
Business Licence Bylaw, 2020  
Bylaw No. 3121**

A Bylaw to enter into an Inter-municipal TNS Business Licence Scheme

**WHEREAS** the municipalities that have entered or will enter into the *Inter-municipal TNS Business Licence Agreement* (the “*Participating Municipalities*”) wish to permit licensed transportation network services (“*TNS*”) businesses to operate across their jurisdictional boundaries thereby eliminating the need to obtain a separate municipal business licence in each jurisdiction;

**AND WHEREAS** each of the *Participating Municipalities* has or will adopt a similar Bylaw to implement the *Inter-municipal TNS Business Licence* scheme;

**NOW THEREFORE**, the Council of the City of Langley, in open meeting assembled, enacts as follows:

**Title**

1. This Bylaw may be cited for all purposes as “Inter-municipal Transportation Network Services Business Licence Bylaw, 2020, No. 3121”.

**Establishment**

2. There is hereby established an Inter-municipal TNS Business Licence scheme among the Participating Municipalities, pursuant to section 14 of the Community Charter and section 192.1 of the Vancouver Charter.

**Definitions**

3. In this Bylaw:

“Accessible Vehicle” means a motor vehicle designed and manufactured, or converted, for the purpose of transporting persons who use mobility aids;

“Business” has the same meaning as in the Community Charter;

“Community Charter” means the Community Charter, S.B.C. 2003, c. 26, as may be amended or replaced from time to time;

“Inter-municipal TNS Business” means a TNS Business that has been licensed to operate in the Region 1 operating area by the Passenger Transportation Board;

“Inter-municipal TNS Business Licence” means a business licence which authorizes an Inter-municipal TNS Business to be carried on within the jurisdictional boundaries of any or all of the Participating Municipalities;

“Mobility Aid” has the same meaning as in the Passenger Transportation Act, S.B.C 2004, c. 39. as may be amended or replaced from time to time;

“Municipal Business Licence” means a licence or permit, other than an Inter-municipal TNS Business Licence, issued by a Participating Municipality that authorizes a Business to be carried on within the jurisdictional boundaries of that Participating Municipality;

“Participating Municipality” means any one of the Participating Municipalities;

“Premises” means one or more fixed or permanent locations where the TNS Business ordinarily carries on Business;

“TNS Business” means a person carrying on the business of providing Transportation Network Services;

“Transportation Network Services” has the same meaning as in the Passenger Transportation Act, S.B.C 2004, c. 39, as may be amended or replaced from time to time;

“Vancouver Charter” means the Vancouver Charter, S.B.C. 1953, c. 55, as may be amended or replaced from time to time; and

“Zero Emission Vehicle” means a motor vehicle that is exclusively propelled by electricity or hydrogen from an external source.

## **Provisions**

4. Subject to the provisions of this Bylaw, each Participating Municipality will permit a TNS Business that has obtained an Inter-municipal TNS Business Licence to carry on the Business of providing Transportation Network Services within that Participating Municipality for the term authorized by the Inter-municipal TNS Business Licence without obtaining a Municipal Business Licence for the TNS Business in that Participating Municipality.
5. All Inter-municipal TNS Business Licences will be issued by the City of Vancouver.
6. The City of Vancouver may issue an Inter-municipal TNS Business Licence to a TNS Business if the TNS Business is an Inter-municipal TNS Business and meets the requirements of this Bylaw, in addition to the requirements of the City of Vancouver's License Bylaw No. 4450.

7. Notwithstanding that a TNS Business may hold an Inter-municipal TNS Business Licence that would make it unnecessary to obtain a Municipal Business Licence for the TNS Business in the Participating Municipalities, the TNS Business must still comply with all orders and regulations under any municipal business licence bylaw in addition to those under any other Bylaws, regulations, or provincial or federal laws that may apply within any jurisdiction in which the TNS Business carries on Business.
8. Any Participating Municipality may require that the holder of an Inter-municipal TNS Business Licence also obtain a Municipal Business Licence for any Premises that are maintained by the licence holder within the jurisdiction of the Participating Municipality.
9. The annual Inter-municipal TNS Business Licence fee is \$155, plus \$150 for each vehicle operating under the authority of the Inter-municipal TNS Business, except that the per vehicle fee for Zero Emission Vehicles will be \$30, and there will be no per vehicle fee charged for Accessible Vehicles. Any fees paid by an applicant to any Participating Municipality for a Municipal Business Licence for the TNS Business prior to the availability of the Inter-municipal TNS Business Licence that are not refunded by that Participating Municipality will be credited against the initial Inter-municipal TNS Business Licence fee owing under this section 9.
10. The fee for any additional vehicles that begin operating under the authority of an Inter-municipal TNS Business License holder after the annual license fee is paid will be the per vehicle fee set out in section 9, pro-rated by dividing the applicable annual per vehicle fee by 12 and multiplying the resulting number by the number of months remaining in that calendar year, including any partial months which will be counted as whole months.
11. The length of term of an Inter-municipal TNS Business Licence is 12 months, except that the length of term of the initial Inter-municipal TNS Business Licence issued to an Inter-municipal TNS Business by the City of Vancouver may be less than 12 months in order to harmonize the expiry date of the Inter-municipal TNS Business Licence with the calendar year, in which case the annual fee will be pro-rated by dividing the applicable annual license fee by 12 and multiplying the resulting number by the number of months remaining in that calendar year, including any partial months which will be counted as whole months.
12. An Inter-municipal TNS Business Licence will be valid within the jurisdictional boundaries of all of the Participating Municipalities until its term expires, unless the Inter-municipal TNS Business Licence is suspended or cancelled. If a Participating Municipality withdraws from the Inter-municipal TNS Business Licence scheme among the Participating Municipalities in accordance with this Bylaw, then the Inter-municipal TNS Business Licence will cease to be valid within the jurisdictional boundary of that former Participating Municipality.



- 13.A Participating Municipality may exercise the authority of the City of Vancouver as the issuing municipality and suspend an Inter-municipal TNS Business Licence in relation to conduct by the holder within the Participating Municipality which would give rise to the power to suspend a business licence under the Community Charter or Vancouver Charter or under the business licence Bylaw of the Participating Municipality. The suspension will be in effect throughout all of the Participating Municipalities and it will be unlawful for the holder to carry on the Business authorized by the Inter-municipal TNS Business Licence in any Participating Municipality for the period of the suspension.
- 14.A Participating Municipality may exercise the authority of the City of Vancouver as the issuing municipality and cancel an Inter-municipal TNS Business Licence in relation to conduct by the holder within the Participating Municipality which would give rise to the power to cancel a business licence under the Community Charter or Vancouver Charter or the business licence Bylaw of the Participating Municipality. The cancellation will be in effect throughout all of the Participating Municipalities.
- 15.The suspension or cancellation of an Inter-municipal TNS Business Licence under section 13 or 14 will not affect the authority of a Participating Municipality to issue a Municipal Business Licence, other than an Inter-municipal TNS Business Licence, to the holder of the suspended or cancelled Inter-municipal TNS Business Licence.
- 16.Nothing in this Bylaw affects the authority of a Participating Municipality to suspend or cancel any Municipal Business Licence issued by that municipality or to enact regulations in respect of any category of Business under section 15 of the Community Charter or sections 272, 273, 279A, 279A.1, 279B, and 279C of the Vancouver Charter.
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- a. set out the date on which the withdrawing municipality will no longer recognize the validity within its boundaries of Inter-municipal TNS Business Licences, which date must be at least 6 months from the date of the notice; and
  - b. include a certified copy of the municipal Council resolution or Bylaw authorizing the municipality's withdrawal from the Inter-municipal TNS Business Licence scheme.
- 18.Despite any other provision of this Bylaw, an Inter-municipal TNS Business Licence granted in accordance with this Bylaw does not grant the holder a

licence to operate in any jurisdiction other than within the jurisdictional boundaries of the Participating Municipalities.

19. A business licence granted under any other inter-municipal TNS Business licence scheme is deemed not to exist for the purposes of this Bylaw, even if a Participating Municipality is a participating member of the other inter-municipal TNS Business licence scheme.

### **Severability**

20. The invalidity or unenforceability of any provision of this Bylaw shall not affect the validity or enforceability of any other provisions of this Bylaw and any such invalid or unenforceable provision shall be deemed to be severable.

### **Force and Effect**

21. This bylaw shall come into force and effect on April 1, 2020.

READ A FIRST, SECOND AND THIRD TIME this      day of      , 2020.

FINALLY ADOPTED this      day of      , 2020.

\_\_\_\_\_  
**MAYOR**

\_\_\_\_\_  
**CORPORATE OFFICER**



# REPORT TO COUNCIL

To: **Mayor and Councillors**

Subject: Environmental Task Group Terms of Reference  
Amendment

File #: 0110.00

Doc #:

From: Councillor Rosemary Wallace  
Chair, Environmental Task Group

Date: February 28, 2020

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## RECOMMENDATION:

THAT the Environmental Task Group Terms of Reference be amended to increase the membership composition by adding an additional voting “member of the community at large”, for a total of two voting “members of the community at large” in the task group.

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## PURPOSE:

The purpose of the report is to amend the Environmental Task Group Terms of Reference to increase the membership composition to a total of 8 voting members increasing the current “one member of the community at large”, to “two members of the community at large”.

## POLICY:

Environmental Task Group Terms of Reference.

## COMMENTS/ANALYSIS:

The Environmental Task Group is taking on several environmental initiatives that require a lot of strategic and meaningful discussions that ultimately effect the outcomes on sustaining a healthy ecological network.

I feel that it would serve the community well to have another invested community member on the Task Group that could assist in the protection of the environment that

addresses climate change, bringing forth ideas and strategies in incorporating best practices.

**BUDGET IMPLICATIONS:**

N/A

**ALTERNATIVES:**

Do not increase the membership by another member of the community at large.

Respectfully Submitted,



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Councillor Rosemary Wallace  
Chair, Environmental Task Group

**Attachments:**

1. Proposed Environmental Task Group Terms of Reference
2. Current Environmental Task Group Terms of Reference

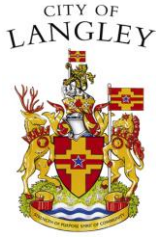
**CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:**

I support the recommendation.



---

Francis Cheung, P. Eng.  
Chief Administrative Officer



## **Draft Terms of Reference Environmental Task Group**

### **1.0 Background:**

City Council recently amended the goal statement for one of the key result areas – Environment:

*We continue to focus on protecting, promoting and enhancing environmental assets in the community and active in achieving the Zero Waste goals.*

At the Blue Sky Session City Council proposed a number of environmental initiatives and programs for consideration and implementation. One of the ideas arising from the Blue Sky Session was the establishment of an Environmental Task Group to evaluate and recommend to City Council bylaws and policies related to the protection and enhancement of the environment.

### **2.0 Mandate:**

The mandate of the group includes, but not limited to, prioritize, evaluate and develop a business case for the implementation of various environmental initiatives and programs such as:

- ✓ Install rain barrels for watering plants
- ✓ Promote business solid waste and recycling education program and incentives
- ✓ Create a bylaw to ban plastic bags
- ✓ Promote landscape and environmental features on boulevards by residents, businesses and developers, ie. food “security”, bee/butterfly gardens
- ✓ Promote landscape, garden and environmental ideas for multi-family home owners
- ✓ Use goats for weed control
- ✓ Install 'real' grass on boulevard
- ✓ Provide netting at storm outfalls to catch garbage
- ✓ Work with LEPS and gardening shops to educate residents on controlling invasive species
- ✓ Create an Urban Forest
- ✓ Dealing with dog waste

The group may undertake multiple initiatives. However, the group shall undertake only one initiative at a time if staff resources are required.

### **3.0 Composition:**

#### **3.1 Membership:**

- Two voting members of City Council to be appointed by the Mayor
- One voting member from the Langley Field Naturalists
- One voting member from the Langley Environmental Partners Society
- One voting member representing youth
- One voting member from a post-secondary institution
- ~~One~~Two voting member from the community at-large

The Chair and Vice-Chair shall be members of City Council.

#### **3.2 Staff Liaison**

- One City of Langley staff to be appointed by the CAO
- Additional staff and/or consultants may be invited to provide technical advice and assistance

#### **3.3 Affiliated Agencies:**

Representative(s) from the Affiliated Agencies will be requested to provide expert advice when deemed appropriate to assist the Task Group to fulfill its mandate.

### **4.0 Reporting Relationship:**

The Group will report to City Council through its meeting notes and by making recommendations to City Council.

### **5.0 Accountability:**

The Group is accountable to City Council. The Group will not have the authority to give direction to staff or to commit to expenditures of funds. Action recommended by the Group must be done so by resolution to City Council and with their approval prior to implementation.

### **6.0 Administration:**

The City of Langley will provide administrative support to the Membership to carry out the mandates of the group.

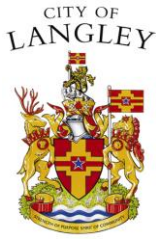
### **7.0 Meetings:**

The Group will meet on a regular basis at the call of the Chair but not less than (4) times per year, in a facility provided by the participating partners.

A quorum shall be a majority of the total voting membership.

### **8.0 Terms:**

The terms of the group shall cease on December 31, 2020. The terms may be extended by City Council to allow the group to fulfill its mandate.



## Terms of Reference Environmental Task Group

### 1.0 Background:

City Council recently amended the goal statement for one of the key result areas – Environment:

*We continue to focus on protecting, promoting and enhancing environmental assets in the community and active in achieving the Zero Waste goals.*

At the Blue Sky Session City Council proposed a number of environmental initiatives and programs for consideration and implementation. One of the ideas arising from the Blue Sky Session was the establishment of an Environmental Task Group to evaluate and recommend to City Council bylaws and policies related to the protection and enhancement of the environment.

### 2.0 Mandate:

The mandate of the group includes, but not limited to, prioritize, evaluate and develop a business case for the implementation of various environmental initiatives and programs such as:

- ✓ Install rain barrels for watering plants
- ✓ Promote business solid waste and recycling education program and incentives
- ✓ Create a bylaw to ban plastic bags
- ✓ Promote landscape and environmental features on boulevards by residents, businesses and developers, ie. food “security”, bee/butterfly gardens
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- ✓ Work with LEPS and gardening shops to educate residents on controlling invasive species
- ✓ Create an Urban Forest
- ✓ Dealing with dog waste

The group may undertake multiple initiatives. However, the group shall undertake only one initiative at a time if staff resources are required.



### **3.0 Composition:**

#### **3.1 Membership:**

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- One voting member from the Langley Field Naturalists
- One voting member from the Langley Environmental Partners Society
- One voting member representing youth
- One voting member from a post-secondary institution
- One voting member from the community at-large

The Chair and Vice-Chair shall be members of City Council.

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- One City of Langley staff to be appointed by the CAO
- Additional staff and/or consultants may be invited to provide technical advice and assistance

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The Group will report to City Council through its meeting notes and by making recommendations to City Council.

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The Group is accountable to City Council. The Group will not have the authority to give direction to staff or to commit to expenditures of funds. Action recommended by the Group must be done so by resolution to City Council and with their approval prior to implementation.

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The City of Langley will provide administrative support to the Membership to carry out the mandates of the group.

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The Group will meet on a regular basis at the call of the Chair but not less than (4) times per year, in a facility provided by the participating partners.

A quorum shall be a majority of the total voting membership.

### **8.0 Terms:**

The terms of the group shall cease on December 31, 2020. The terms may be extended by City Council to allow the group to fulfill its mandate.



# REPORT TO COUNCIL

To: **Mayor and Councillors**

Subject: Support for Implementation of a Universal Public  
National Pharmacare Program

File #: 0400.40

Doc #:

From: Kelly Kenney  
Corporate Officer

Date: February 26, 2020

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## RECOMMENDATION:

THAT City Council direct staff to send a letter to the Minister of Health Canada calling on the Federal Government to work with the provinces and territories to develop and implement a Universal Public National Pharmacare program.

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## PURPOSE:

The purpose of this report is to advise Council of any implications to the City in supporting the call from the City of Port Moody for implementation by the Federal Government of a Universal Public National Pharmacare Program.

## POLICY:

N/A

## COMMENTS/ANALYSIS:

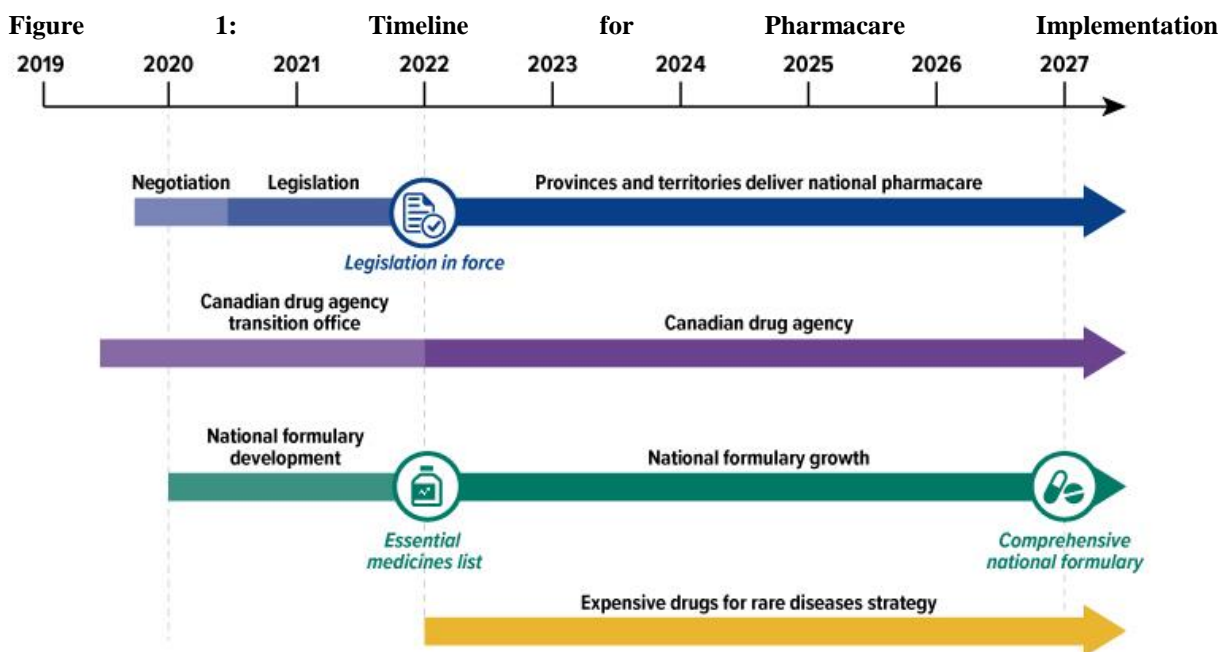
At its February 24, 2020 Regular Council meeting, Council considered correspondence from the City of Port Moody requesting the City of Langley support their call for the Federal Government to work with the provinces and territories to develop and implement a Universal Public National Pharmacare Program by writing to the Minister of Health in this regard (Attachment 1).

Council subsequently passed the following resolution:

THAT the request from the Mayor of the City of Port Moody that the City of Langley support Port Moody's call to the Federal Government to work with the provinces and territories to develop and implement a Universal Public National Pharmacare program be referred to staff to investigate and report back to Council on any implications to the City in supporting the call for this program.

Staff researched the origins of the resolution prepared by the City of Port Moody and determined that it was based on a previous resolution submitted by the City of Victoria to the 2016 UBCM Convention which was subsequently endorsed by the UBCM. The Resolution and the Provincial Response are included as attachment 2 to this report.

In 2018, the Federal Government launched the Advisory Council on the Implementation of National Pharmacare, which spent 12 months studying Canadian and international models of pharmacare and published its final report in June 2019. The Council concluded that the best plan for Canada is to organize prescription drug coverage the way universal health care is set up and recommended the federal government work with provincial and territorial governments and stakeholders to establish universal, single-payer, public pharmacare in Canada. The Council proposed a stepwise approach to implementation and provided the following timeline:



*A timeline beginning in 2019 and extending to 2027 that illustrates the phased approach of pharmacare. There are four arrows representing the different aspects of pharmacare that will evolve over time.*

- *The first arrow represents the delivery of national pharmacare. Between the end of 2019 and mid-2020, the federal and provincial/territorial governments would negotiate various aspects of pharmacare. Then, from mid-2020 to 2022, legislation would be drafted. Legislation would be introduced in 2022.*
- *From 2022 onwards, provinces and territories would deliver national pharmacare based on the results of the negotiations and legislation.*
- *The second arrow shows development of the Canadian drug agency. From 2019 to 2022, there would be a Canadian drug agency transition office. From 2022 onwards, the Canadian drug agency would be fully established.*
- *The third arrow shows formulary development and growth. From 2020 to 2022, a national formulary would be developed. In 2022, an essential medicines list would be established. From 2022 to 2027, the national formulary would grow. In 2027, a comprehensive national formulary would be completed.*
- *The final arrow shows a national strategy for expensive drugs for rare diseases, starting in 2022 onwards.*

Given the timeline indicated, it would appear that the first phase of implementation hasn't yet been initiated, which would appear to be the impetus for the City of Port Moody's resolution urging the Federal Government to make implementation of this program a priority and to initiate phase 1 of the proposed implementation plan.

The City of Port Moody's resolution lists several benefits to be derived by municipalities either directly or indirectly by having a National Pharmacare Program, including;

- would lower costs to businesses by over \$8 billion per year, providing Canadian companies competitive advantages in international trade; these gains can be achieved with little or no increase in public investment;
- municipal government expenses for employee benefits would be significantly reduced by a National Pharmacare Program;
- national prescription drug formulary would support better quality prescribing, including reducing dangerous and inappropriate prescribing to Canadian seniors.

Accordingly, it is recommended that the City supports the City of Port Moody's request to write to the Minister of Health Canada calling on the Federal Government to work with the provinces and territories to develop and implement a Universal Public National Pharmacare program.

#### **BUDGET IMPLICATIONS:**

N/A

**ALTERNATIVES:**

Receive for information the correspondence dated February 4, 2020 from the City of Port Moody regarding the request to support their call for the Federal Government to implement a Universal Public National Pharmacare Program.

Respectfully Submitted,



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Kelly Kenney  
Corporate Officer

**Attachments:**

1. Correspondence from City of Port Moody dated February 4, 2020
2. 2016 UBCM Resolution and Response from Province – National Pharmacare Program

**CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:**

I support the recommendation.



---

Francis Cheung, P. Eng.  
Chief Administrative Officer





# CITY OF PORT MOODY

OFFICE OF THE MAYOR

February 4, 2020

To All BC Municipalities,

On January 14, 2020, at a Regular Meeting of Council, Port Moody City Council passed the following resolution:

Moved, seconded, and CARRIED

**WHEREAS** the City of Port Moody has recognized and has demonstrated over the past years its commitment to the importance of healthy citizens as the foundation of a healthy, engaged, and economically vibrant community;

**AND WHEREAS** the over 3 million Canadians, including many in our local communities, don't take medicines prescribed by their doctors because they can't afford them;

**AND WHEREAS** Canada is currently the ONLY country with a National Medicare Program that does not have a National Pharmacare Program;

**AND WHEREAS** the risk of having no insurance for medicines is high among lower income Canadians which includes the service industry, precarious working, and seasonal workers;

**AND WHEREAS** studies show that adding a National Pharmacare Program to our National Health Care System would lower costs to businesses by over \$8 billion per year, providing Canadian companies competitive advantages in international trade;

**AND WHEREAS** recent research confirms that these gains can be achieved with little or no increase in public investment;

**AND WHEREAS** municipal government expenses for employee benefits would be significantly reduced by a National Pharmacare Program;

**AND WHEREAS** a national prescription drug formulary would support better quality prescribing, including reducing dangerous and inappropriate prescribing to Canadian seniors;

**AND WHEREAS** a National Pharmacare plan is a sound policy, both economically and socially, the City of Port Moody express its support for the creation of a National Pharmacare program as an extension of Canadian Medicare, since health and economic studies now show that such a policy would improve health in municipalities, give local businesses a competitive advantage in the global marketplace, and lower costs for municipal government on taxpayers;

**THEREFORE BE IT RESOLVED THAT** the City of Port Moody call on the Federal Government to work with the provinces and territories to develop and implement a

**Universal Public National Pharmacare program as one of the first orders of business after the 2019 election;**

**AND THAT this letter be forwarded to all BC municipalities asking to write their support as well.**

Attached is the letter that the City of Port Moody sent to the Honourable Patty Hajdu, Minister of Health requesting the Federal Government to start working with the provinces and territories to develop and implement a Universal Public National Pharmacare Program.

We hope that you will join the City of Port Moody and write to the Minister of Health to support the creation of a National Pharmacare Program for all Canadians.

Thank you for your consideration.

Sincerely,



Mayor Rob Vagramov  
City of Port Moody

**Attachments:**

1. Letter dated February 4, 2020 to the Minister of Health regarding National Pharmacare Program
2. Report dated December 17, 2019 from Councillor Amy Lubik regarding Supporting Universal National Pharmacare





# CITY OF PORT MOODY

OFFICE OF THE MAYOR

February 4, 2020

Email: [hcminister.ministresc@canada.ca](mailto:hcminister.ministresc@canada.ca)

Honourable Patty Hajdu, Minister of Health Canada  
Address Locator 0900C2  
Ottawa, Ontario K1A 0K9

To Honourable Patty Hajdu,

On January 14, 2020, at a Regular Meeting of Council, Port Moody City Council passed the following resolution:

Moved, seconded, and CARRIED

**WHEREAS the City of Port Moody has recognized and has demonstrated over the past years its commitment to the importance of healthy citizens as the foundation of a healthy, engaged, and economically vibrant community;**

**AND WHEREAS the over 3 million Canadians, including many in our local communities, don't take medicines prescribed by their doctors because they can't afford them;**

**AND WHEREAS Canada is currently the ONLY country with a National Medicare Program that does not have a National Pharmacare Program;**

**AND WHEREAS the risk of having no insurance for medicines is high among lower income Canadians which includes the service industry, precarious working, and seasonal workers;**

**AND WHEREAS studies show that adding a National Pharmacare Program to our National Health Care System would lower costs to businesses by over \$8 billion per year, providing Canadian companies competitive advantages in international trade;**

**AND WHEREAS recent research confirms that these gains can be achieved with little or no increase in public investment;**

**AND WHEREAS municipal government expenses for employee benefits would be significantly reduced by a National Pharmacare Program;**

**AND WHEREAS a national prescription drug formulary would support better quality prescribing, including reducing dangerous and inappropriate prescribing to Canadian seniors;**

**AND WHEREAS a National Pharmacare plan is a sound policy, both economically and socially, the City of Port Moody express its support for the creation of a National Pharmacare program as an extension of Canadian Medicare, since health and economic studies now show that such a policy would improve health in municipalities, give local businesses a competitive advantage in the global marketplace, and lower costs for municipal government on taxpayers;**

**THEREFORE BE IT RESOLVED THAT the City of Port Moody call on the Federal Government to work with the provinces and territories to develop and implement a Universal Public National Pharmacare program as one of the first orders of business after the 2019 election;**

**AND THAT this letter be forwarded to all BC municipalities asking to write their support as well.**

With the costs of housing, food, and livability increasing daily, having the expense of medications adds another burden to peoples financial means. This can mean hard choices between medications and other needs and/or improper use of medications, especially for folks working in precarious employment sectors.

A recent study found that over 300,000 people had additional doctor visits, 93,000 had to go to the emergency department and 26,000 people were admitted to hospital – all because they couldn't pay for their medications. That creates a significant burden on the health care system, one that we can alleviate with a national drug plan.

The Pharmacare Program has been an initiative supported by the majority of Canadians, but it has yet to come to pass despite support from at least three federal parties. Health and wealth inequalities are growing across Canada and impact Port Moody residents, including a growing elder population; British Columbians may be hardest hit by lack of universal coverage, despite recent changes to provincial drug coverage, as demonstrated in a 2018 cross-institutional study.

Port Moody City Council is calling on the Canadian Minister of Health, for the second time, to create a Universal Public National Pharmacare program.

Regards,



Mayor Rob Vagramov  
City of Port Moody

CC: British Columbia Municipalities



## Report to Council

### From the Office of Councillor Amy Lubik

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Date: December 17, 2019  
 Subject: Supporting Universal National Pharmacare

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#### Purpose

To ask that the City of Port Moody Write to the Federal Government in support of the implementation of a national pharmacare strategy as a priority following the 2019 election.

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#### Recommendation

**WHEREAS, The City of Port Moody has recognized and has demonstrated over the past years its commitment to the importance of healthy citizens as the foundation of a healthy, engaged and economically vibrant community; and**

**WHEREAS, The over 3 million Canadians, including many in our local communities, don't take medicines prescribed by their doctors because they can't afford them; and**

**WHEREAS, Canada is currently the ONLY country with a National Medicare Program that does not have a National Pharmacare Program; and**

**WHEREAS, The risk of having no insurance for medicines is high among lower income Canadians which includes the service industry, precarious working and seasonal workers; and**

**WHEREAS, The studies show that adding a National Pharmacare Program to our National Health Care System would lower costs to businesses by over \$8 billion per year, providing Canadian companies competitive advantages in international trade; and**

**WHEREAS, The recent research confirms that these gains can be achieved with little or no increase in public investment; and**

**WHEREAS, Municipal government expenses for employee benefits would be significantly reduced by a National Pharmacare Program; and**

**WHEREAS, A national prescription drug formulary would support better quality prescribing, including reducing dangerous and inappropriate prescribing to Canadian seniors; and**

**WHEREAS, A National Pharmacare plan is a sound policy, both economically and socially, the City of Port Moody express its support for the creation of a National Pharmacare program as an extension of Canadian Medicare, since health and economic**

studies now show that such as policy would improve health in municipalities, give local businesses a competitive advantage in the global marketplace and lower costs for municipal government on taxpayers; therefore be it

**BE IT RESOLVED, That the City of Port Moody call on the Federal Government to work with the provinces and territories to develop and implement a Universal Public National Pharmacare program as one of the first orders of business after the 2019 election.**

**AND THAT this letter be forwarded to all BC municipalities asking to write their support as well.**

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## Background

In 2017, the City of Port Moody wrote to the federal government to support the development of a Nation Pharmacare program (**attachment 1**); this has been initiative supported by the majority of Canadians, but it has yet to come to pass despite support from at least three major parties. Growing health and wealth inequalities impact Port Moody residents, including a growing elder population; BC residents may be hardest hit by lack of universal coverage, despite recent changes to provincial drug coverage, as demonstrated in a 2018 cross-institutional study <https://www.myprincegeorgenow.com/68282/bc-residents-struggling-afford-prescription-drugs/>. Studies have shown that 88% of Canadians support universal medicare as a component of our universal health care system, as was summarized in a brief to the house of commons <https://www.ourcommons.ca/Content/Committee/421/HESA/Brief/BR8352162/br-external/AngusReidInstitute-e.pdf>.

As Port Moody moves into budget season, it makes sense to push for policies from other sphere of government that will take pressure off of our residents, and indeed off of our corporate coffers, as [studies from the Columbia Institute and Canadian Doctors for Medicare](#) have calculated that local governments across Canada would save millions if such a system was in place, which is why it has been endorsed by the Surrey Board of Trade and the [BC Chamber of Commerce](#).

Now is an opportune time for local governments to remind the federal government that a national pharmacare strategy needs to be a priority.

## Discussion

Writings from the [Canadian Labour Congress demonstrate why national universal pharmacare would benefit our residents, our city as a corporation, and small businesses:](#)

Finally, some good news for [the millions of Canadians](#) who have to choose between paying for groceries or their prescription medications.

Canada's Advisory Council on the Implementation of National Pharmacare has laid out a clear path for public, single-payer, universal pharmacare in its [final report](#).

“The time for universal, single-payer, public pharmacare has come,” writes Dr. Eric Hoskins, the Council’s chair. “This is our generation’s national project: better access to the medicines we need, improved health outcomes and a fairer and more sustainable prescription medicine system.”

This is the unfinished business of medicare, as envisioned by the late Tommy Douglas. As Saskatchewan’s seventh premier, Mr. Douglas pioneered North America’s first universal, single-payer health care system. It would become a cornerstone of Canada’s social safety net and a key pillar of our nation.

We know that a fair society must be one in which every person has the opportunity to succeed and to thrive... we believe that universal, public pharmacare is a necessary step towards greater fairness.

As [numerous studies](#) have shown, millions of Canadians are struggling to afford to pay for their prescription medications. One study found that nearly a million Canadians sacrificed basic needs such as food, and close to a quarter of a million people gave up heating their homes. This lack of affordability is hurting not only people’s health and well-being, but the [economic strength of our communities](#).

The new report demonstrates that every family will save, on average, \$350 per year on medications. It also points out that the average business owner will save about \$750 per employee. That will open up capacity for businesses to increase wages, or expand other types of coverage, including for dental and vision care. It also supports small businesses that find it difficult to compete for workers when they can’t afford to offer drug coverage.

There will be an upfront cost, specifically at the outset, but as time goes on, the money our provincial health care systems will save will be significant. A [recent study](#) found that over 300,000 people had additional doctor visits, 93,000 had to go to the emergency department and 26,000 people were admitted to hospital – all because they couldn’t pay for their medications. That creates a significant burden on the health care system, one that we can alleviate with a national drug plan.

### Other Option(s)

THAT the report dated November 12, 2019 from Councillor Amy Lubik regarding Supporting Universal National Pharmacare be received for information.

### Financial Implications

There are no financial implications related to this report.

### Communications and Civic Engagement Initiatives

There are no communications or civic engagement initiatives required by the recommendations in this report.

### Attachment(s)

1. Delegation Application regarding Pharmacare from May 15, 2018 City of Port Moody Committee of the Whole Meeting



## Resolutions Detail

Year	Number	Resolution Title	Sponsor	Resolution Text	Convention Decision	Executive Decision	Committee Decision
2016	B122	National Pharmacare Program	Victoria	<p>Whereas the City of Victoria has been recognized and demonstrated its commitment to the importance of healthy citizens as the foundation of a healthy, engaged and economically vibrant community; and Canada is currently the only country with a national medicare program that does not have a national pharmacare program, with over 3 million Canadians unable to afford the cost of medicines prescribed by doctors, and the risk of having no insurance for medicines particularly high among lower income Canadians, including many workers with precarious and seasonal employment;</p> <p>And whereas research suggests that adding a national pharmacare program to our national health care system is sound policy, both economically and socially; would lower costs to businesses by as much as \$8 billion per year, with a corresponding competitive advantage for Canadian companies; and could produce substantial cost savings for local government expenditures on employee benefits;</p> <p>And whereas a national prescription drug formulary would support better quality prescribing, including reducing dangerous and inappropriate prescribing to Canadian seniors:</p> <p>Therefore be it resolved that the Government of British Columbia work with all provinces and the federal government to develop and implement a national pharmacare program as an extension of Canadian Medicare, to improve the health outcomes of citizens, ensure fairness in access to medicine, and provide for greater efficiency and effectiveness in Canada's health care system.</p>	Endorsed		

### Provincial Response

Ministry of Health

Under the Canada Health Act all necessary drug therapy administered within a Canadian hospital setting is insured and publicly funded. Outside of the hospital setting, provincial and territorial governments are responsible for the administration of their own publicly-funded prescription drug benefit programs.

Most Canadians have access to insurance coverage for prescription medicines through public and/or private insurance plans. The federal, provincial and territorial governments offer varying levels of coverage, with different eligibility requirements, premiums and deductibles. The publicly-funded drug programs generally provide insurance coverage for those most in need, based on age, income, and medical condition.

In January 2016, the Federal/Provincial/Territorial Health Ministers committed to work together to address the issues of affordability, accessibility and appropriate use of pharmaceuticals. On the topic of a proposed "national pharmacare program" there remains a lack of consensus of what "national pharmacare" means as there are differing definitions and interpretations since drugs are currently funded privately (predominantly) and publicly. Further, depending on what model of national pharmacare is contemplated, the potential financial costs/savings and complexity of implementation will vary tremendously. Due to the lack of clarity, there is no consensus at this time on any specific action, although there remains ongoing exploration of this highly complex proposal.

In British Columbia, PharmaCare is the Ministry of Health program that provides public drug coverage through ten drug plans. The Fair PharmaCare plan provides assistance to residents with the cost of eligible prescription drugs and designated medical supplies based on their net income reported to the Canada Revenue Agency. The lower their income, the more help they receive. British Columbians with the lowest incomes do not need to meet a deductible and receive immediate assistance.

The federal government did address the idea of a national PharmaCare program during the 2015 election campaign. They said that they will work with the provinces to lower drug costs and determine how to make measurable progress on the health care issues that matter to Canadians, including the affordability of prescription drugs. They also said that they are committed to creating a plan that covers the catastrophic costs associated with major diseases like cancer, diabetes, and arthritis.

On August 6, 2010, at a meeting of the Council of the Federation, Premiers agreed to establish a pan-Canadian Purchasing Alliance (pCPA) to consolidate public sector procurement of common drugs (brand and generic), medical supplies, and equipment, where appropriate. The alliance is intended to leverage the combined purchasing power of public drug plans in multiple jurisdictions, leading to lower drug costs, increased access to drug treatment options and increased consistency of listing decisions across participating provinces and territories.

BC has strongly supported pCPA and remains very active. As a result, a total of 63 brand pharmaceutical negotiations were concluded by March 31, 2015, resulting in an estimated annual savings of \$315 million to provincial and territorial drug plans. In addition, the prices of 14 of the most common generic drugs have been reduced to 18 percent of the brand name prices since 2012, which is projected to result in annual savings of \$190 million to provincial and territorial drug plans.

Besides building on the overall success that is being achieved by the pCPA, and establishing a pCPA Office to provide additional support for this initiative, further analysis at the provincial and federal levels is required to provide a better understanding of the potential for additional savings, and evidence-based decision making for improved access and consistency across Canada, before a national PharmaCare program can be developed.

**Federal Response**

**Other Response**

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# REPORT TO COUNCIL

To: **Mayor and Councillors**

Subject: Out of Province Conference – 2020 GFOA  
International

File #: 1610.00

Doc #:

From: Darrin Leite, CPA, CA  
Director of Corporate Services

Date: March 2, 2020

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## RECOMMENDATION:

THAT the Deputy Director of Corporate Services be approved to attend the 2020 Government Finance Officers Association International conference in New Orleans, USA from May 16 to 20, 2020.

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## PURPOSE:

The purpose of this report is to seek Council approval for staff to attend an out of province conference.

## POLICY:

Section 5.2 of the City's Travel and Expense Policy GE-10 states that:

"Council must approve attendance of an Organization Member at an Event outside of the Province of British Columbia."

## COMMENTS/ANALYSIS:

The 114<sup>th</sup> Government Finance Officers Association (GFOA) international conference is being held in New Orleans, Louisiana May 16-20, 2020. With over 5,000 attendees, the conference offers over 250 speakers, communicating the latest trends, alerts, best practices and strategies for government finance officers. Sessions will highlight critical issues and challenges facing local governments including cyber

security, infrastructure and asset management, capital planning, risk management and more.

**BUDGET IMPLICATIONS:**

As a first-time attendee, the Deputy Director of Corporate Services is eligible for a scholarship to cover the \$465 conference fees. The remaining estimated cost for travel and accommodations is approximately \$2,000 and is provided for within the Corporate Services Department's annual training budget.

**ALTERNATIVES:**

THAT the request to attend the 2020 Government Finance Officers Association 114<sup>th</sup> annual international conference be denied.

Respectfully Submitted,



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Darrin Leite, CPA, CA  
Director of Corporate Services

**CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:**

I support the recommendation.



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Francis Cheung, P. Eng.  
Chief Administrative Officer