



**REGIONAL DISTRICT OF CENTRAL OKANAGAN
REGULAR BOARD MEETING
AGENDA**

Thursday, October 8, 2020
Woodhaven Board Room
1450 K.L.O. Road, Kelowna, BC

Pages

1. CALL TO ORDER

Chair to acknowledge that this meeting is being held on the traditional territory of the syilx/Okanagan peoples.

2. ADDITION OF LATE ITEMS

3. ADOPTION OF THE AGENDA

Recommended Motion:
THAT the agenda be adopted.

4. ADOPTION OF MINUTES

4.1. Regional Board Meeting Minutes - September 10, 2020

1 - 5

(All Directors - Unweighted Corporate Vote - Simple Majority - LGA 208.1)

Recommended Motion:
THAT the Regional Board meeting minutes of September 10, 2020 be adopted.

5. CORRESPONDENCE

5.1. Okanagan Basin Water Board Meeting Highlights - September 9, 2020

6

(All Directors - Unweighted Corporate Vote - Simple Majority - LGA 208.1)

Recommended Motion:
THAT the Okanagan Basin Water Board meeting highlights of September 9, 2020 be received for information.

6. CORPORATE SERVICES

6.1. Dissolution of the Strategic Partnership of the Central Okanagan (STPCO) 7 - 19

(All Directors - Unweighted Corporate Vote - Simple Majority - LGA 208.1)

Recommended Motion:

THAT the Regional Board approve withdrawing from the Sustainable Transportation Partnership of the Central Okanagan effective December 31, 2020 and authorize Chair Given to sign the Notice of Withdrawal Letter attached to this report.

7. FINANCIAL SERVICES

7.1. 2021– 2025 Budget Process Timeline 20

(All Directors - Unweighted Corporate Vote - Simple Majority - LGA 208.1)

Recommended Motion:

THAT the Board receive and endorse the 2021 – 2025 Budget Process Timeline Report prepared by the Director of Financial Services dated September 28, 2020.

8. COMMUNITY SERVICES

8.1. Vancouver Foundation Systems Change Test Grant Application 21 - 25

A presentation from Scott Boswell (Okanagan Collaborative Conservation Program) and Tessa Terbasket (Okanagan Nation Alliance) regarding the Okanagan Lake Responsibility Strategy.

(All Directors - Unweighted Corporate Vote - Simple Majority - LGA 208.1)

Recommended Motion:

THAT the Regional Board approves submitting an application to the Vancouver Foundation Systems Change Test Grant Program, in collaboration with the Okanagan Collaborative Conservation Program and Okanagan Nation Alliance, for the Okanagan Lake Responsibility Planning Initiative for Water Source Protection.

9. ENGINEERING SERVICES

9.1. CleanBC Communities Fund Grant Application - Westside Wastewater Treatment Plant 26 - 70

(Stakeholder Vote - Weighted Majority - West Kelowna & Peachland - LGA 209)

Recommended Motion:

THAT the Regional Board approves submitting a grant funding application for 'Energy Efficiency Improvements at the Westside Regional Wastewater Treatment Plant through the ICIP – Green Infrastructure: Climate Change Mitigation Sub-Stream CleanBC Communities Fund;

AND FURTHER THAT the Board supports the project and commits to its share (up to \$80,000) of the project.

10. NEW BUSINESS

10.1. Asset Management Grant Applications (FCM and UBCM)

71 - 74

(Stakeholder Vote - Weighted Majority - West Kelowna & Peachland - LGA 209)

Recommended Motion:

THAT the Regional Board approves submitting a grant application to the Union of BC Municipalities' Asset Management Planning Program in the amount of \$15,000 for the Westside Regional Wastewater Treatment Plant Asset Management Plan Project.

Recommended Motion:

THAT the Regional Board approves submitting a grant application to the Federation of Canadian Municipalities' Municipal Asset Management Program for the Westside Regional Wastewater Treatment Plant Asset Management Plan Project.

BE IT THEREFORE RESOLVED THAT the Regional District of Central Okanagan commits to conducting the following activities in its proposed project submitted to the Federation of Canadian Municipalities' Municipal Asset Management Program to advance the RDCO's asset management program:

- The development of an Asset Management Plan for the Westside Regional Wastewater Treatment Plant, which includes:
 - An inventory and gap assessment,
 - Condition, criticality, and risk assessments,
 - 20-Year capital plan information development, and upon project completion
 - A presentation to the Westside Wastewater Treatment Service Select Committee.

10.2. Rise and Report - Governance and Services Committee Meeting - October 8, 2020

11. DIRECTOR ITEMS

12. ADJOURN

Minutes of the *REGIONAL BOARD MEETING* of the Regional District of Central Okanagan held at the Regional District offices, 1450 KLO Road, Kelowna, B.C. on Thursday, September 10, 2020

- Directors: J. Baker (District of Lake Country)
M. Bartyik (Central Okanagan East Electoral Area)
C. Basran (City of Kelowna)
W. Carson (Central Okanagan West Electoral Area)
M. Singh, alternate for M. DeHart (City of Kelowna)
C. Fortin (District of Peachland) (*attended electronically*)
G. Given (City of Kelowna)
C. Hodge (City of Kelowna)
G. Milsom (City of West Kelowna)
B. Sieben (City of Kelowna)
L. Stack (City of Kelowna)
L. Wooldridge (City of Kelowna)
J. Coble (Westbank First Nation) (*attended electronically*)
- Absent: S. Johnston (City of West Kelowna)
- Staff: B. Reardon, Chief Administrative Officer
T. Cashin, Director of Community Services
C. Griffiths, Director of Economic Development & Bylaw Services (*attended electronically*)
J. Foster, Director of Communications & Information Services
T. Kendel, Manager of Engineering Services
M. Kopp, Director of Parks Services
B. Lange, Environmental Planner
M. Rilkoﬀ, Director of Financial Services (*attended electronically*)
M. Drouin, Manager-Corporate Services (recording secretary)

1. CALL TO ORDER

Chair Given called the meeting to order at 11:55 a.m.

The meeting is being held on the traditional territory of the syilx/Okanagan Peoples.

Roll call was taken as some board members were in attendance electronically due to physically distancing for COVID-19 pandemic.

2. ADDITION OF LATE ITEMS

Add 7.3 Director attendance electronically at In Camera Meetings During the Pandemic

3. ADOPTION OF THE AGENDA

(All Directors - Unweighted Corporate Vote - Simple Majority - LGA 208.1)

#140/20 STACK/HODGE

THAT the agenda be adopted.

CARRIED Unanimously

4. ADOPTION OF MINUTES

4.1 Regional Board Meeting Minutes – August 24 2020 *(All Directors - Unweighted Corporate Vote - Simple Majority - LGA 208.1)*

#141/20 MILSOM/BAKER

THAT the Regional Board meeting minutes of August 24, 2020 be adopted.

CARRIED Unanimously

5. FINANCIAL SERVICES

5.1 RDCO 2020-2024 Financial Plan Amendment Bylaw No. 1461, ***1st, 2nd and 3rd Readings and Adoption*** *(All Directors - Weighted Vote - LGA 210.2)*

Staff report dated September 2, 2020 outlined the budget amendments required for various RDCO services.

#142/20 STACK/MILSOM

THAT Regional District of Central Okanagan 2020 – 2024 Financial Plan Amendment Bylaw No. 1461, 2020 be given first, second and third readings and adopted.

CARRIED Unanimously

6. COMMUNITY SERVICES

6.1 Environmental Advisory Commission Membership *(All Directors - Unweighted Corporate Vote - Simple Majority - LGA 208.1)*

Staff report outlined the appointment of a new member to the Environmental Advisory Commission.

#143/20 HODGE/BARTYIK

THAT the Regional Board approve the appointment of Leah Schurian as a member of the Regional District Environmental Advisory Commission for a three-year term commencing October 2020-September 2023.

CARRIED Unanimously

7. NEW BUSINESS

- 7.1 RDCO Falcon Ridge Water Service Area Establishment
Amendment Bylaw No. 1462, **1st, 2nd and 3rd Readings and Adoption** (All Directors - Unweighted Corporate Vote - 2/3
Majority LGA 214)

Staff report outlined the background to expand the Falcon Ridge Water Service in response to a petition from property owners.

#144/20 BARTYIK/HODGE

THAT Regional District of Central Okanagan Falcon Ridge Water Service Area Establishment Amendment Bylaw No. 1462, 2020 be given first, second and third readings and adopted.

CARRIED Unanimously

- 7.2 Rise & Report - Governance & Services Committee Meeting -
Sept 10, 2020

- 7.2.1 Regional Parks Service Review (2019) (All Directors - Stakeholder
Weighted Vote - Simple Majority - LGA 209)

#145/20 STACK/MILSOM

THAT the Regional Board receive for information the 2019 Regional Parks Service Review report.

CARRIED Unanimously

#146/20 HODGE/BAKER

THAT the Regional Board direct staff to develop an updated Regional Parkland Acquisition Strategy in 2020 to present to the Board for consideration.

CARRIED Unanimously

#147/20 STACK/WOOLDRIDGE

THAT the Regional Board approves ending the annual funding of \$39,000 to the Friends of Fintry Provincial Park Society in 2022;

AND FURTHER THAT the end in funding be phased: \$26,000 in 2021 and \$13,000 in 2022.

CARRIED (Opposed: Fortin, Baker, Hodge, Carson)

#148/20 BAKER/WOOLDRIDGE

THAT staff be directed to bring forward a regional parks grant funding policy for consideration.

CARRIED Unanimously

#149/20 HODGE/WOOLDRIDGE

THAT a letter be forwarded to the Province (BC Parks) notifying them that the Regional District's grant funding to the Friends of Fintry Provincial Park Society will end in 2022.

CARRIED Unanimously

7.3 Director attendance electronically at In Camera Meetings During the Pandemic

#150/20 CARSON/BARTYIK

THAT due to the current pandemic Regional Board members be permitted to participate electronically in Regional Board In Camera meetings;

AND FURTHER THAT staff review whether an amendment to the RDCO procedure bylaw is required to permit In Camera meetings to be held electronically during the pandemic.

CARRIED Unanimously

8. DIRECTOR ITEMS

- Director Milsom noted that the Province has approved an urgent primary care centre in the City of West Kelowna.

- Update on economic development planning regarding COVID-19. Staff noted that an update on EDCs economic response and recovery planning activity was forwarded to Board members earlier today and shared publicly.

9. ADJOURN IN CAMERA

#146/20 BASRAN/BARTYIK

THAT pursuant to Section 90 (c)(e)(g) of the Community Charter the Regional Board adjourn and convene to an 'In-Camera' session to discuss:

- labour relations
- the acquisition of land
- litigation or potential litigation affecting the Regional District

CARRIED unanimously

There being no further business the meeting was adjourned at 12:20 p.m.

CERTIFIED TO BE TRUE AND CORRECT

G. Given (Chair)

Brian Reardon (Chief Administrative Officer)



Okanagan Basin
WATER BOARD

BOARD REPORT: September 9, 2020

1450 KLO Road, Kelowna, BC V1W 3Z4
P 250.469.6271 F 250.762.7011
www.obwb.ca

OBWB Directors

Sue McKortoff - Chair,
Regional District of Okanagan-Similkameen

Cindy Fortin - Vice-Chair,
Regional District of Central Okanagan

Victor Cumming, Regional
District of North Okanagan

Rick Fairbairn, Regional
District of North Okanagan

Bob Fleming, Regional District
of North Okanagan

James Baker, Regional
District of Central Okanagan

Colin Basran, Regional District
of Central Okanagan

Toni Boot, Regional District of
Okanagan-Similkameen

Rick Knodel, Regional District
of Okanagan-Similkameen

Chris Derickson, Okanagan
Nation Alliance

Bob Hrasko, Water Supply
Association of B.C.

Denise Neilsen, Okanagan
Water Stewardship Council

The next regular meeting of
the OBWB will be 10 a.m.
Tues. Oct. 6, 2020.
Location to be determined.

Okanagan Basin Water Board Meeting Highlights

Water Board's 2020 Annual Report released: Board of Directors were presented with the OBWB's Annual Report "Water Connects Us," now available online at obwb.ca/annualreport. The report includes an overview of the main initiatives undertaken during the past year (April 1, 2019 – March 31, 2020) as part of the OBWB's three main programs: Water Management, Milfoil Control and Sewerage Facilities Grants. This year is the OBWB's 50th anniversary and plans are underway to hold a public event online in the fall. Details TBA.

Directors vote to initiate Water Monitoring Program: The board adopted Terms of Reference for an Okanagan Hydrometric Information Network Program. The program responds to a long-recognized deficit of hydrometric monitoring stations in the valley in which stations, previously operated by various levels of government, have dropped from 156 in the 1980s to 25 by 2007. The stations, which help monitor water use, are important to local and senior governments for community planning and decision-making, especially with climate change affecting water availability. The goal of the program is to increase the number of stations, and improve data access from existing stations, in partnership with Okanagan Nation Alliance (ONA), senior governments and Okanagan water suppliers.

Water Board to engage province in talks on lake water levels: In response to a request from Peachland council and concerns around annual flooding in recent years, the OBWB board discussed Okanagan lake levels, managed by the Province of B.C. Okanagan Lake level operations are based on targets to address flooding, drought, and the needs of fish and the larger ecosystem, but do not account for climate change. Staff noted that recent Okanagan flood mapping also suggested the need for a review of lake management. Provincial staff have agreed to come and speak with the board in October to begin the conversation.

B.C. budget committee hears call for watershed funding: The OBWB joined a number of B.C. watershed organizations and sent the province a letter supporting a BC Watershed Security Fund as part of the province's economic recovery from COVID-19. The board was told that, among other recommendations, B.C.'s Select Standing Committee on Finance and Government Services has recommended the government commit in the next budget to "advance water sustainability in (B.C.) by providing a dedicated, sustainable, annual funding source." For its part, OBWB is preparing a source protection toolkit for water utilities which would be applicable to other areas of the province. Such a fund could help implement best practices from the toolkit.

OBWB proposes to partner for B.C. AquaHacking Challenge 2021: Following a successful B.C. AquaHacking Challenge in 2020, the board voted to enter into a partnership with AquaForum to host the challenge again in 2021. AquaHacking is intended to engage young professionals in helping solve critical water issues. The 2020 B.C. challenge resulted in teams focusing on invasive mussels, stormwater pollution and flooding.



Regional Board Report

TO: Regional Board

FROM: Brian Reardon, CAO

DATE: October 7, 2020

SUBJECT: Dissolution of Sustainable Transportation Partnership of the Central Okanagan

Voting Entitlement: *All Directors – Unweighted Corporate Vote – Simple Majority – LGA 208.1*

Purpose: To seek Board approval to withdraw from participation in the Sustainable Transportation Partnership of the Central Okanagan (STPCO).

Executive Summary:

In November, 2019 and February, 2020 the STPCO Board members participated in a facilitated Governance Workshop to consider the future of the Sustainable Transportation Partnership. At these workshops there was general agreement the STPCO was not sustainable in its current form and that the partnership should be dissolved in order to merge some of the STPCO functions within the RDCO governance model.

On August 17, 2020 the STPCO Board met and approved a resolution in support of a proposal written by Rafael Villarreal (copy attached) to achieve the aforementioned outcome. In order to dissolve the STPCO, each participating jurisdiction must submit a letter confirming its intent to withdraw from the agreement that originally established the STPCO in 2013.

RECOMMENDATION:

THAT the Regional Board approve withdrawing from the Sustainable Transportation Partnership of the Central Okanagan effective December 31, 2020 and authorize Chair Given to sign the Notice of Withdrawal Letter attached to this report.

Respectfully Submitted:

A handwritten signature in black ink that reads "Brian Reardon".

Brian Reardon, CAO

Background:

See STPCO Report prepared by Rafael Villerreal dated August 17, 2020 attached to this report.

In accordance with the provisions in the Notice of Withdrawal Letter, the RDCO CAO Committee met on Friday September 25, 2020 to give consideration and discuss how best to review and or transfer the School District #23 Traffic Safety Officer Program, the Regional Cycling promotion and the SmartTRIPS website and brand to the Regional District of Central Okanagan.

Consensus was reached in having the RDCO administer these programs through contract with the City of Kelowna for the next two years. The costs associated with these programs would be shared amongst the participants and be recovered through an annual invoice sent to each jurisdiction.

In accordance with the August 17, 2020 report from Rafael Villerreal, the Regional District would undertake a service establishment process for the formation of a Regional Transportation Service that would focus on the following elements;

- a) Using the RGS model, the RDCO could coordinate regional transportation priorities identified in the Regional Transportation Plan through a Technical Transportation Planning Lab. Regional (macro) transportation issues would be discussed while municipal (micro) transportation issues would remain solely with the local jurisdictions;
- b) Using the Economic Development Commission model, the RDCO could coordinate associated regional transportation matters such as:
 - i. Integrating regional transportation planning that supports the Regional Growth Strategy objectives,
 - ii. Enhancing roles for various forms of public transit,
 - iii. Consolidating efforts to develop a Regional Trails Network,
 - iv. Exploring multi-modal transportation options on a regional scale,
 - v. Warehousing greenhouse gas (GHG) emission information from the transportation sector,
 - vi. Incorporating the Regional Air Quality Service into the scope of responsibilities, when appropriate,
 - vii. Prioritizing strategic investments that serve demonstrated regional mobility needs,
 - viii. Advocate for regional and intra-regional (Okanagan Valley) transportation projects that are supported by the Board.
- c) The plan will come to fruition through the delivery of actions and outcomes which have been organized under the following five overarching themes:
 - i. Integration of land use and transportation,
 - ii. Creating exceptional environments for walking and cycling,
 - iii. Promoting the evolution of transit in the region,
 - iv. Getting the most out of roads and trails,
 - v. Influencing travel behaviour.

The establishment bylaw matters will be dealt with in greater detail under a separate report in November, 2020.

Financial Considerations:

See STPCO Report prepared by Rafael Villarreal dated August 17, 2020 attached to this report.

Cost recovery will be in accordance with Regional District policy and a new Memorandum of Understanding between the Regional District and its member jurisdictions.

Organizational Issues:

The administration of the three programs identified earlier in this report will be handled by existing staff members. Should a new Regional Transportation Service be established in the coming year a subject matter expert specializing in regional transportation matters will need to be hired to deliver the services mentioned in the "Background" section of this report.

External Implications:

Every effort will be made to ensure a seamless transition from the STPCO to the RDCO to minimize any potential impacts to the public and our service providers.

Attachment(s): August 17, 2020 report from R. Villarreal
Notice of Withdrawal Letter

Date September 4th, 2020

Rafael Villareal
Sustainable Transportation Partnership of Central Okanagan
1435 Water Street,
Kelowna, BC V1Y 1J4



RE: Notice of Withdrawal

Notice is hereby given that as of December 31st, 2020 the undersigned Mayors, Chair and Chief of their respective governments will by consensus voluntarily withdraw from the Strategic Partnership of the Central Okanagan (STPCO). At this point, the formal partnership will cease to exist and any and all terms of the partnership agreement will be null and void.

Staff is directed to have the Traffic Safety Officer position, Regional Cycling Promotion and support for smartTRIPS website brand, as detailed in the attached document (STPCO Memo: STPCO transition), forwarded to a meeting CAO's or its delegates of the 6 member participants for their consideration and discussion of how best to review and or transfer these responsibilities going forward. The meeting of the 6 member participant CAO's will take place prior to October 31, 2020 to allow for budgeting processes to proceed in a timely manner

To follow up on the progress of the Regional Transportation Plan we recommend the creation of a regional technical committee administered by the RDCO and initially facilitated by the City of Kelowna staff. Additionally, we recommend that the RDCO administration will place regional transportation on the agenda at two Regional Board meetings each year to promote discussion and cooperation on regional transportation issues.

Staff is also directed to liquidate any and all financial reserves remaining at the dissolution of the STPCO, December 31st 2020, and to distribute those funds to the partners of the STPCO in proportion to their contribution ratios.

Respectfully yours,

Colin Basran, Mayor
City of Kelowna

Gord Milsom, Mayor
City of West Kelowna

Cindy Fortin, Mayor
District of Peachland

James Baker, Mayor
District of Lake Country

Chief Christopher Derickson
Westbank First Nation

Gail Given, Chair
Regional District of Central Okanagan

MEMORANDUM

Date: August 17th, 2020
To: STPCO LGA Board
From: Rafael Villarreal
Subject: STPCO transition

Established formally in 2013, the Sustainable Transportation Partnership of the Central Okanagan (STPCO) was formed as the result of the evolution of decades of regional cooperation. As directed by the LGA Board, it is time to evolve the STPCO to a different model. In the new model some basic functions will be transferred to the Regional District with the possibility to expand its reach in the future.

The resulting proposal comes from the governance workshops held in November, 2019 and February, 2020 with the LGA Board and subsequent workshops with the Executive Committee. In summary, the outcomes of those meetings were:

- There was general agreement amongst LGA Board members that as currently structured STPCO is not sustainable, and a new, more effective and simplified governance structure is required.
- Alternatively, STPCO could be disbanded or structured as an informal committee which would meet periodically to discuss regional transportation issues.
- At the February, 2020 Governance Workshop, the Committee's discussion moved towards dissolution of the STPCO, and aligning or merging some of the STPCO functions within the RDCO governance model. As well, there was general discussion regarding a number of the challenges of aligning with the RDCO. Specifically, issues regarding staff capacity, mandate, membership, voting structure and cost sharing were noted. Particular attention was placed in securing Westbank First Nation the ability to vote.

Proposal:

As described in the draft enclosed letter from the LGA Board, STPCO staff is directed to transfer some of the regional functions formerly carried out under the STPCO to the RDCO. The functions that will continue to be delivered under the RDCO include:

- Support for the School District #23 Traffic Safety Officer position
- Regional cycling promotion



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- Support for the smartTRIPS website and brand

These functions are recommended to be administered by the Regional District of the Central Okanagan (RDCO) on an initial 2-year contract basis to the City of Kelowna for ease of continuity. The cost of these functions will be borne by all the local governments and Westbank First Nation on a shared basis, as described in the next sections of this memo. All the members that are part and contribute to funding these functions shall have voting rights.

Additionally, to follow up on the progress of the Regional Transportation Plan we recommend the creation of a regional technical committee administered by the RDCO and initially facilitated by the City of Kelowna staff. Additionally, it is recommended that the RDCO administration will place regional transportation on the agenda at two Regional Board meetings each year to promote discussion and cooperation on regional transportation issues.

The enclosed documents explain the transition and estimated costs in more detail.

Submitted by,

Rafael Villarreal, P.Eng., MCIP, RPP, STPCO Administrator

August, 2020

STPCO evolution

The flow chart below summarizes the steps and timelines to transition the STPCO.

TIMELINE/ RESPONSIBLE	ACTION	EFFECTIVE
SUMMER 2020, LGA BOARD	Draft letter from LGA Board:	In letter, November 2020
STPCO STAFF	<ul style="list-style-type: none"> STPCO members agree to dissolve STPCO partnership through consensus STPCO members provide support in principle to the establishment of a Regional Transportation Service STPCO Board directs the liquidation of all reserves back to the members STPCO members agree to a two-year transition plan that transfers the authority and responsibility for administering the service to the RDCO 	December 2020
FALL 2020 AND WINTER 2021	<ul style="list-style-type: none"> STPCO Staff to update all Councils on transition steps and plan Three key services that will be transferred to the RDCO at the start will include: 	January, 2020 Fall, 2020
STPCO STAFF	<ul style="list-style-type: none"> School Traffic Safety Officer SD#23 Regional Cycling Promotion, Smarttrips website and brand Follow-up and coordination of the Regional Transportation Plan priorities The City of Kelowna will be contracted to provide certain services during the transition period 	January, 2021
DECEMBER 31ST, 2020	<p><i>As per the letter the STPCO is formally dissolved: At this point, the formal partnership will cease to exist and any and all terms of the partnership agreement will be null and void.</i></p> <ul style="list-style-type: none"> <i>STPCO Reserves to be returned to partners</i> <i>Each partner will need to rescind their respective Bylaw</i> 	December 31st, 2020
DECEMBER 31 ST , 2020 RDCO STAFF	Temporary transition invoicing from RDCO	December 31st, 2020
2021-2022 (RDCO)	<ul style="list-style-type: none"> Service invoice from RDCO to temporarily deliver the services in 2021 A Regional Transportation Governing Body is created (comprised of Board members) will convene to: <ul style="list-style-type: none"> Establish a Technical Transportation Planning Lab, Approve a terms-of-reference for the Technical Transportation Planning Lab, and Approve an initial operating budget and work plan. 	2021
2022 RDCO	<ul style="list-style-type: none"> A Technical Transportation Planning Lab will convene to: <ul style="list-style-type: none"> Take concrete actions within approved budget limits to make the Regional Transportation Plan vision a reality. 	2021

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STPCO phase by phase transition and estimated costs**Phase 1**

Draft letter from the Mayors, Chief and Chair directing staff to dissolve the STPCO
(draft letter enclosed)

- Intent to withdraw from the STPCO by consensus
- Proposal to evolve the SPTCO
- Specific functions proposed to be moved to the RDCO:
 - o School Traffic Safety Officer SD#23 Partnership
 - o Regional Cycling Promotion,
 - o SmartTrips website and brand
- Proposed City of Kelowna to deliver these services for 2 years as a contract for ease of transition.
- Follow up on the progress of the Regional Transportation Plan, through a RDCO technical forum, initially facilitated by City of Kelowna staff.
- Direct staff to liquidate the STPCO reserves by the end of the 2020 and redistribute their share of the reserves to each partner
- Existing yearly costs from the STPCO will go back to each partner.

Phase 2: Services transferred to RDCO

Objective and purpose of the service: To deliver regionally significant transportation education and demand management programs¹.

1. School Traffic Safety Officer SD#23 Partnership

- School Traffic Safety Officer – in partnership with SD#23, this includes a School Traffic Safety Officer position enhancing student safety at all regional schools, easing traffic congestion, improving safety and providing community connections. This encompasses school traffic planning, safe bus and vehicle drop-off and pick-up zone creation and management, crossing guard coordination, and education around safe pedestrian routes to school. This also includes coordination with school administrations and through PACs as a liaison between schools and municipal/local governments.
- Safe Routes to School programming - in collaboration with local governments and the regional Air Quality function, this includes implementation of the Clean Air & Safe Routes to Schools program at elementary schools to increase youth participation in active transportation, reduce the number of motorized vehicles used for travel to and from school and reduce unhealthy emissions in school zones.

¹ Estimated costs are based on 2019-2020 budgets and might need to be further refined by the time the functions are transferred.

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- Youth Transit Training Program - in partnership with School District #23, this is a program to offer youth Transit Travel Training to regional middle and high schools, empowering youth to become comfortable and confident in using public transit regularly. Youth Transit Travel Training is expected to play a large role in increasing transit mode-share in the long-term and contributing to local communities' effort to address climate change through transportation related greenhouse gas (GHG) reduction.
- Cycling Safety Education – this includes cycling education programming (bike rodeos) which are delivered annually, reaching up to up to 2,200 students at 10 -13 elementary schools.
- Crossing Guard Training – this includes BCAA student crossing guard training, delivered region-wide by the Traffic Safety Officer.

Additionally, other health, safety and environmentally oriented transportation initiatives could be included as opportunities arise.

Estimated costs:

Description	Cost
Uniforms Expense	650
Vehicle lease - Internal Equipment	7,650
Contract Services	40,000
Administration & Contract management	7,245
	55,545

2. Cycling Promotion and SmartTrips website and Brand

This includes cycling promotions, such as Bike to Work/School programming, Student Commuter Challenge, educational programs, cycling infrastructure support (bike lane priorities, bike rack program, bikes on buses, etc.) and support to the School Traffic Safety Officer.

The Smarttrips website and brand includes taking ownership of and maintaining support for the regional Smarttrips brand and portal, smarttrips.ca.

Estimated costs:

Description	Cost
Grant - Provincial - Conditional	(4,500)
Purchase Services	19,900
Materials & Supplies	8,500
Advertising	1,350
Smarttrips website fees	1,000
Administration & Contract management	4,000
	30,250

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Phase 3 Reabsorption of current budget and reserves and interim invoice:

1. Direct staff to liquidate the STPCO reserves by the end of 2020 and redistribute their share of the reserves to each partner.

Total STPCO reserves to December 31st, 2019: **\$107,417.58**

2. Existing yearly funds from the STPCO will go back to each partner.

Estimated cost share from STPCO that won't be billed, starting in 2021

Approximate allocation based on 2019 assessments:

Kelowna	68.64%	256,885
Peachland	2.57%	9,618
Lake Country	6.51%	24,364
West Kelowna	15.06%	56,362
CORD Electoral Area West	1.82%	6,811
CORD Electoral Area East	1.65%	6,175
Westbank First Nations	3.75%	14,034
		<u>374,250</u>

3. Temporary transition invoicing from RDCO

Service invoice from RDCO to temporarily deliver the services in 2021. Cost share estimated as per table below:

Estimated total cost of the programs to be transferred to the RDCO

Total cost of programs	\$85,795	
Approximate allocation based on 2019 assessments:		
Kelowna	68.64%	\$58,890
Peachland	2.57%	\$2,205
Lake Country	6.51%	\$5,585
West Kelowna	15.06%	\$12,921
CORD Electoral Area West	1.82%	\$1,561
CORD Electoral Area East	1.65%	\$1,416
Westbank First Nations	3.75%	\$3,217

Phase 4: Evolution at RDCO (as provided by RDCO)

1. Voting structure and new Regional Transportation model:
 - a. Embedded within the partnership model is a requirement for a transportation service authority. The service authority respects local and provincial autonomy and ownership of infrastructure. Under this model, partners come together through an ongoing Technical

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- Advisory Committee (TAC) with membership from the RDCO, all member municipalities, MoTI and BC Transit. Through its mandate, the TAC would set priorities, guide, facilitate and in some cases undertake recommended actions on the Regional Transportation Plan based on Board approved work plans.
- b. The Regional District would establish a new regional transportation service and approve a new delegation bylaw that, in accordance with the Local Government Act, would empower the regional transportation authority (RTA) to vote on matters pertaining to the service. This would include Westbank First Nation. The delegation bylaw would define the scope of matters that would be decided by the RTA.
 - c. In accordance with provisions of the Local Government Act and through a clearly defined delegation bylaw, all participants in the RTA would have a bona fide vote on all matters pertaining to the operation and administration of the service. To be clear, the actual operation and administration of the service will be performed by staff however the service levels, policies and budget approvals that support the regional transportation work plan are voted on and decided by the RTA. These matters would not be ratified by the Board.
2. The potential future of regional services under the RDCO:
- a. Using the RGS model, the RDCO could coordinate regional transportation priorities identified in the Regional Transportation Plan through a Technical Transportation Planning Lab. Regional (macro) transportation issues would be discussed while Municipal (micro) transportation issues would remain solely with the local jurisdiction;
 - b. Using the Economic Development Commission model, the RDCO could coordinate associated regional transportation matters such as:
 - i. Integrating regional transportation planning that supports the Regional Growth Strategy objectives
 - ii. Enhancing roles for various forms of public transit
 - iii. Consolidating efforts to develop a Regional Trails Network
 - iv. Exploring multi-modal transportation options on a regional scale
 - v. Warehousing greenhouse gas (GHG) emission information from the transportation sector
 - vi. Incorporating the Regional Air Quality Service into the scope of responsibilities, when appropriate
 - vii. Prioritizing strategic investments that serve demonstrated regional mobility needs
 - viii. Advocate for regional and intra-regional (Okanagan Valley) transportation projects that are supported by the Board
 - c. The plan will come to fruition through the delivery of actions and outcomes which have been organized under the following five overarching themes, all of which require revised governance and funding arrangements.
 - i. Integration of land use and transportation
 - ii. Creating exceptional environments for walking and bicycling

August, 2020

- iii. Taking transit to the next level
- iv. Getting the most out of our roads and trails
- v. Influencing travel behaviour

The plan includes concrete actions to make the Regional Transportation Plan vision a reality. The list of actions, developed through an extensive stakeholder engagement process, includes planning initiatives and a major focus on a partnership model to implement tangible projects and infrastructure. Implementing the actions will require significant regional cooperation and strong partnerships. This cooperation and partnership is fundamental to the success of achieving the outcomes.



Regional Board Report

TO: Regional Board

FROM: Marilyn Rilkoff
Director of Financial Services

DATE: September 28, 2020

SUBJECT: 2021 – 2025 Budget Process Timeline

Voting Entitlement: All Directors – Unweighted Corporate Vote – Simple Majority – LGA 208.1

Purpose: To update the Board on the budget timelines and process for the 2021 – 2025 Financial Plan. Staff will be proceeding with budget preparations under the usual process. This is also an advance opportunity for the Board to provide any direction or inclusion, or raise concerns for discussion in the preparations.

Executive Summary:

Significant Dates:

- **November 23 Board Meeting:** Presentation of anticipated major items and changes to 2021 Budget from 2020 – 2024 Financial Plan.
- **December 7 Board Meeting:** Report requesting pre-approval of Q1 projects for carryovers from 2020 and urgent new 2021 requests.
- **February 18 G&S Meeting:** Preliminary 1st Draft Budget Review and Public Input Opportunity (with 2020 known surpluses/deficits and tax impacts).
- **March 11 G&S Meeting:** 2nd Budget Review and public Input opportunity (incorporation of changes and recalculations based on prior meeting).
- **March 29 Board Meeting:** 3rd Budget Review. Final Budget Approval (incorporation of changes and recalculations based on prior meeting).
- **April 10:** Submit requisitions to Municipalities and Province (recalculated with BCAA Revised Roll for the 2021 and 2020 Final Roll Adjustments. Information from BCAA comes at the end of March).

RECOMMENDATION:

THAT the Board receive and endorse the 2021 – 2025 Budget Process Timeline Report prepared by the Director of Financial Services dated September 28, 2020.

Respectfully Submitted:

A handwritten signature in black ink, appearing to read "M. Rilkoff", is written over a light blue horizontal line.

Marilyn Rilkoff, CPA, CMA
Director of Financial Services/Deputy CAO



Regional Board Report

TO: Regional Board

FROM: Todd Cashin
Director of Community Services

DATE: October 8, 2020

SUBJECT: Vancouver Foundation Systems Change Test Grant

Voting Entitlement: *All Directors – Unweighted Corporate Vote – Simple Majority – LGA 208.1*

Purpose: To endorse, by resolution, one Systems Change Test Grant application prior to consideration by the Vancouver Foundation.

Executive Summary:


The Vancouver Foundation, through their Systems Change Grants, provide funding to charities and other qualified recipients who are taking actions to address the root causes of pressing social, environmental, or cultural issues in British Columbia. These grants support communities and populations as a whole and contribute to meaningful and lasting change.

The RDCO was successful in receiving \$20,000 from the Vancouver Foundation to proceed with the Okanagan Lake Responsibility Planning Initiative in 2020. The next stage in the process is to apply for multi-year funding through a Test Grant which will assist the project team in testing their influence on systems and to learn what leads to change.

RECOMMENDATION:

THAT the Regional Board approves submitting an application to the Vancouver Foundation Systems Change Test Grant Program, in collaboration with the Okanagan Collaborative Conservation Program and Okanagan Nation Alliance, for the Okanagan Lake Responsibility Planning Initiative for Water Source Protection.

Respectfully Submitted:


Todd Cashin
Director of Community Services

Approved for Board's Consideration


Marilyn Rilko, Deputy CAO

Prepared by: Brittany Lange, Environmental Planner

Implications of Recommendation:

Strategic Plan:	Endorsement of the grant application for consideration by the Vancouver Foundation achieves the Regional Board's Strategic Priorities 2019-2022 as follows: <ul style="list-style-type: none">• Values: Collaboration, Regional Perspective, and Resiliency.• Priorities: Environment.
Policy:	Endorsement of the grant application for consideration by the Vancouver Foundation meets several of the goals and objectives of the Regional Growth Strategy Bylaw No. 1336.

Background:

The Vancouver Foundation was established in 1943 and works to bring together donors, non-profits and charities, government, media and academic institutions, local leaders, and passionate individuals to build meaningful and lasting change in the province of BC¹. Each year, the Foundation funds hundreds of projects in the areas of social services, culture and arts, health, reconciliation, education, and environment, among others.

The Vancouver Foundation Systems Change Grants Program is intended to encourage work being done that benefits communities and populations as a whole and that contribute to meaningful and lasting change. Featured projects include the Yellowstone to Yukon Conservation Initiative's "Community Planning for the Peace Region's Murray River Watershed" and the Canadian Society Promoting Environmental Conservation project to address "Climate Adaptation for Small-Scale Farmers" in the Metro Vancouver area.

The Vancouver Foundation will review the projects based on set criteria to determine eligibility for funding. The intent of obtaining a local government resolution prior to consideration is to ensure that the proposed project is consistent with water management objectives and reflects community values of the Regional District of Central Okanagan.

Proposal:

There are three types of grants available, depending on the stage of the project:

1. Development Grant: To generate ideas and initial project planning. Up to \$20,000 is available for up to 1 year and no matching funds are required.
2. Test Grant: To test the influence of a systems change project. Up to \$100,000 per year is available for up to 3 years and requires 25% matching funding from other sources.
3. Scale Grant: To extend the influence of an existing systems change project. Up to \$100,000 per year is available for up to 3 years and requires 50% matching funding from other sources.

The Regional District of Central Okanagan was successful in receiving \$20,000 in 2020 for the Development Grant application to proceed with the Okanagan Lake Responsibility Planning Initiative. The next step in the process is to apply for a test grant. Test grants are multi-year grants to help project teams test their influence on systems and to learn what leads to change.

Test grants are a two-stage application. Applicants begin their application by completing the first stage of questions, and if successful, are then invited to complete the remaining questions.

¹ Vancouver Foundation. (2020). About Us. Retrieved from <https://www.vancouverfoundation.ca/our-work/about-us>

RDCO Community Services staff provides administrative assistance by collating any applications that have requested local government support. One application for a Test Grant has requested Regional Board endorsement, summarized in Table 1 (attached), and is consistent with water-related objectives and community values as outlined in the Regional Growth Strategy.

Regional Growth Strategy Bylaw No. 1336

Endorsement of the grant application for consideration by the Vancouver Foundation meets complies with the following policies of the RGS:

Our Water

- Continue in partnership with the Okanagan Basin Water Board (OBWB) and regional partners to encourage valley wide cooperation and coordination regarding the conservation of water and protection of all water sources.
- Consider water resources in land use planning decisions.

Our Economy

- Support effectively managing and protecting the integrity of the Region's critical assets such as the lakes, natural environment, and agricultural lands that promote attraction of employment and investment.

Our Ecosystems

- Encourage collaboration to adopt consistent terminology, policies and actions that support the protection and conservation of environmental features and watersheds within the Region.
- Manage growth to minimize disturbance to habitat, watershed, and natural drainage areas and systems.
- Explore funding mechanisms to support regionally significant natural areas, open space and parkland acquisitions.
- Support cooperation with regional partners on environmental matters, particularly where there are developments/issues located adjacent to political boundaries.

Financial Considerations:

Grants available for individual projects range from \$10,000.00 to \$100,000.00. In 2019, a total of \$5.4 million was approved by the Vancouver Foundation for Systems Change Projects².

In 2020, the RDCO was successful in receiving \$20,000.00 from the Vancouver Foundation Development Grant program.

Alternative Recommendation:

THAT the Regional Board not endorse the application to the Vancouver Foundation Systems Change Test Grant Program for the Okanagan Lake Responsibility Planning Initiative.

Considerations not applicable to this report:

- *General*

² Vancouver Foundation. (2020). Systems Change Grant Program Injects \$5.4 Million into BC Communities Retrieved from <https://www.vancouverfoundation.ca/whats-new/systems-change-grant-program-injects-54-million-bc-communities>

- *External*
- *Legal/Statutory Authority*
- *Organizational Issues*

Attachment:

- Table 1: Central Okanagan Applications for the Vancouver Foundation Systems Change Grant

Table 1: Central Okanagan Applications for the Vancouver Foundation Systems Change – Test Grant

Applicant	Project	Request
Regional District of Central Okanagan (RDCO), Okanagan Collaborative Conservation Program (OCCP), and Okanagan Nation Alliance (ONA)	<p>The Okanagan Lake Responsibility Planning Initiative is being co-led by the Okanagan Nation Alliance (ONA), Okanagan Collaborative Conservation Program (OCCP), and the South Okanagan Collaborative Conservation Program (SOSCP). The Project Team will include members and representatives of <i>Syilx</i> Okanagan Nation, provincial and federal agencies, local governments, academia, conservation organizations, and others who will be identified throughout the process.</p> <p>The aim of this project is to develop a visioning and experiential learning process that will create a greater awareness and understanding of the challenges and opportunities for protecting the environmental, cultural, and economic values of Okanagan Lake. The visioning process will lead to the development of a strategy that will enhance the ways of caring for, protecting, and restoring the values and interests of Okanagan Lake's foreshore and associated tributaries within the watershed. The work generated through this project will provide the knowledge and expertise to inform important decisions regarding how natural areas are cared for and managed, help address climate impacts, support sustainable development, and help secure resources and funding to carry out the actions that will be identified in the strategy.</p> <p>The project is addressing current challenges of shoreline protection, and planning for the region's future at a multi-regional scale. The main objectives are to identify the most pertinent issues impacting Okanagan Lake and collaborate to develop a practical and enforceable strategy.</p> <p>The project will benefit communities within the region by:</p> <ul style="list-style-type: none"> • Providing leadership in sustainable environmental management; • Addressing cumulative impacts of shoreline development, source water protection, and improving public health and safety; • Identifying effective multi-jurisdictional policies, bylaws, regulations and processes to enhance shoreline management; and • Identifying common approaches in shoreline enhancement and protection that could form part of a region-wide Protection Strategy for Okanagan Lake. <p>To build on efforts currently underway, in 2020, the advisory team will work through a planning process to co-create a shared vision for an Okanagan Lake Responsibility Strategy. The initiative will develop a unified framework for all levels of government to address the cumulative impacts of shoreline and upland development increase communications, set development standards and promote best management practices for protecting the many values of Okanagan Lake. This process will include experiential learning and engagement opportunities and consultation with elected officials, senior management of local, provincial, and federal government as well as elders and senior staff of Okanagan Nation Alliance and its member bands.</p>	Up to \$100,000.00



Regional Board Report

TO: Regional Board

FROM: David Komaika
Director of Engineering Services

DATE: September 29, 2020

SUBJECT: CleanBC Communities Fund – Grant Application

Voting Entitlement: Stakeholder Vote – Weighted – West Kelowna & Peachland – LGA 209

Purpose: To seek Regional Board approval for an application to the second intake of the CleanBC Communities Fund (CCF) for energy efficiency improvements at the Westside Regional Wastewater Treatment Plant.

Executive Summary:

In 2019, the Board approved support for an application to the CleanBC Communities Fund for energy efficiency improvements at the Westside Regional Wastewater Treatment Plant. That application was unsuccessful.

The fund has recently opened a second intake and is accepting applications this fall. The RDCO has prepared a new application that aligns operational needs, lessons learned from the previous application, and grant requirements. This new application is smaller in value, and still provides for needed work to be completed within the Westside Wastewater Treatment Plant.

The original 2019 application was for \$1 million. This application has been reduced to \$300,000 to better align with the immediate needs of the facility, the grant requirements, and learnings from the original application.

RECOMMENDATION:

THAT the Regional Board approves submitting a grant funding application for 'Energy Efficiency Improvements at the Westside Regional Wastewater Treatment Plant through the ICIP – Green Infrastructure: Climate Change Mitigation Sub-Stream CleanBC Communities Fund;

AND FURTHER THAT the Regional Board supports the project and commits to its share (up to \$80,000) of the project should the grant be approved.

Respectfully Submitted:



David Komaika
Director of Engineering Services

Approved for Board's Consideration



Marilyn Rilkoff, Deputy CAO

Prepared by: [Travis Kendel, Manager of Engineering Services](#)

Implications of Recommendation:

Strategic Plan:

- Environmental Priority – Undertaking improvements within community infrastructure to reduce our environmental footprint through energy conservation.

Financial:

- Aligning fiscal needs with available grants and operational needs allows for overall cost avoidance to the District and its members.
- Harnessing new technology to improve energy efficiency translates directly into reduced operating expenses.

Background:

In 2019, the Board carried a unanimous resolution to support an application to the CleanBC Communities Fund for energy efficiency improvements at the Westside Regional Wastewater Treatment Plant. This included the replacement of multiple blowers within the facility that are critical to the treatment of wastewater. That application was unsuccessful.

“The second intake is supported by \$25.9 million in federal funding and \$21.5 million in provincial funding, for a combined investment up to \$47.4 million in clean infrastructure projects in B.C. communities.

The second intake will add to the first round of federal and provincial funding that committed more than \$63 million for CleanBC Communities Fund projects. The Province is accepting applications from local governments, First Nations, Indigenous organizations, not-for-profit and for-profit organizations throughout British Columbia for investments in clean-energy projects.

The projects will support sustainable communities, create good jobs and build back a better, greener, affordable post-pandemic B.C.”

The RDCO has prepared a new application that aligns operational needs, lessons learned from the previous application, and grant requirements. The application deadline is in November.

This new application includes the replacement of one of three blowers within the facility, reducing the overall scope of the project and addressing the immediate operational needs of the Westside Regional Wastewater Treatment Plant.

The total project cost within this new application is expected to be no more than \$300,000. As a condition of the application, the RDCO is responsible for approximately 27% of the total project expense (\$80,000).

Financial Considerations:

- The RDCO committed to fund \$310,000 of the 2019 grant application, which originally proposed a project total of \$1 million. This new application reduces the project to a total maximum cost of \$300,000.
- The works included within the application are required in 2021 to address aging critical infrastructure.

Alternate Recommendation:

THAT the Regional Board accepts the ICIP – Green Infrastructure: Climate Change Mitigation Sub-Stream CleanBC Communities Fund grant application for information.

Attachment(s):

- Clean Communities Fund Program Guide



***Canada-British Columbia
Investing in Canada Infrastructure Program
Green Infrastructure – Climate Change Mitigation Sub-Stream
CleanBC Communities Fund***

Program Guide
Intake 2

Foreword

This Program Guide provides an overview of the requirements for the CleanBC Communities Fund (CCF), which is a component of funding under the Investing in Canada Infrastructure Program (ICIP) Green Infrastructure – Climate Change Mitigation Sub-Stream. This guide will walk applicants through the application process and provide helpful information to assist in preparing and submitting an application under the CCF.

The ICIP will create long-term economic growth, build inclusive, sustainable communities and support a low carbon, green economy.

CCF is a foundational component of the BC government's CleanBC plan. CleanBC puts BC on the path to a cleaner, better future – with a low-carbon economy that creates opportunities for all while protecting our clean air, land and water.

The CCF will provide funding for infrastructure projects that support the management of renewable energy, access to clean energy transportation, improved energy efficiency of buildings and the generation of clean energy.

Eligible applicants are Local Governments, Indigenous Ultimate Recipients (both on and off-reserve), Not-for-Profit organizations and For-Profit organizations (when partnered with a local government or Indigenous government).

Projects must meet related federal outcomes to be eligible. Eligible projects will support public infrastructure, defined as tangible capital assets primarily for public use and benefit.

The CCF Program Guide contains references to the Canada – British Columbia ICIP Integrated Bilateral Agreement which can be found at <http://www.infrastructure.gc.ca/prog/agreements-ententes/2018/2018-bc-eng.html>. In the event of a conflict between the Program Guide and the ICIP Integrated Bilateral Agreement, the Agreement prevails.

The Program Guide has been revised for the second application intake and published on August 12, 2020.

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1. INTRODUCTION

1.1 ABOUT THE PROGRAM

The [Clean Communities Fund \(CCF\)](#) will fund infrastructure projects that support the management of renewable energy, access to clean energy transportation, improved energy efficiency of buildings and the generation of clean energy.

The CCF is a component of the wider Investing in Canada Infrastructure Program's (ICIP) Green Infrastructure – Climate Change Mitigation Sub-Stream with an overall focus on reducing greenhouse gas (GHG) emissions. The ICIP provides funding through an Integrated Bilateral Agreement between Canada and British Columbia for Green Infrastructure, Community, Culture and Recreation Infrastructure, Rural and Northern Communities Infrastructure, and Public Transit Infrastructure.

Canada and British Columbia governments are investing up to \$47.39 million in the second intake of CCF to support infrastructure projects in communities across the province.

Projects must meet criteria that relate to federal outcomes in order to be eligible under the program. Eligible projects will improve or build new infrastructure, specifically tangible capital assets, as defined by the General Accepted Accounting Principles (GAAP), that are primarily for public use and benefit.

A project must meet at least **one** of the following outcomes to be eligible:

- ☐ Increased capacity to manage renewable energy;
- ☐ Increased access to clean energy transportation;
- ☐ Increased energy efficiency of buildings; or
- ☐ Increased generation of clean energy.

CCF Objectives:

- Support the province's energy, economic, environmental and greenhouse gas reduction priorities and advance British Columbia's clean energy sector;
- Support local governments' and Indigenous Peoples' capital investments in energy efficiency and clean energy projects;
- Encourage investments in community-owned energy generation from clean or renewable resources such as biomass, biogas, geothermal heat, hydro, solar, ocean, integrated resource recovery or wind;
- Promote community-owned projects and partnerships with industry that advance this growing sector of the provincial economy; and
- Innovative projects that improve BC's low carbon technical and manufacturing capacity will also be considered under the CCF. Innovative solutions that are considered to be at Technology Readiness Level (TRL) 8 (a project has been proven through tests to

work its final form under the anticipated operating conditions) are encouraged. Additional information on technology readiness levels is available here:
<https://www.ic.gc.ca/eic/site/ito-oti.nsf/eng/00849.html>

GREENHOUSE GAS REDUCTIONS

Greenhouse gas reductions (as compared to a baseline* scenario) will be a primary consideration in evaluating projects for funding under the CCF. The following will be required upon submission of an application:

- ☐ Completion of a Preliminary Greenhouse Gas emissions assessment;

Projects shortlisted for funding by the Province will require:

- ☐ A Climate Lens** – Greenhouse Gas Mitigation Assessment

Projects that are shortlisted for funding by the Province with total estimated eligible expenditures of \$10 million or more will require:

- ☐ A Climate Change Resilience Assessment to complete the Climate Lens Assessment.

***Note:** This baseline will look at what would have likely been built based on typical industry practices, community business plans, local conditions, recently constructed facilities, compliance with applicable federal, provincial, or municipal regulations, and must meet any minimum standards or codes.

****The Climate Lens** is to be completed to British Columbia and Canada's satisfaction prior to Canada's approval of a project for funding. See Section 5.4 for more information on *Approval in Principle* for details.

Projects in receipt of funding will be subject to reporting requirements as the projects progress. Conditions will be associated with project funding that encourage practices that support climate change mitigation and sustainable infrastructure.

Applicants are encouraged to familiarize themselves with the requirements described in this guide, and examples of conditions in Section 9.6.

An Oversight Committee consisting of representatives from the federal and provincial governments will be responsible for administration of the Agreement.

1.2 PURPOSE

The ICIP Green Infrastructure – CCF will fund infrastructure projects that support the management of renewable energy, access to clean energy transportation, improved energy efficiency of buildings and the generation of clean energy.

The CCF will support projects that contribute towards greenhouse gas reductions and climate change mitigation in BC communities.

1.3 APPLICATION DEADLINE

The deadline for the application intake is **November 12, 2020 (11:59pm PST)**.

A Business BCeID credential and password are required to access the online application in the Local Government Information System (LGIS). The deadline to submit your BCeID credentials is October 29, 2020.

See “[Accessing the Online Application](#)” for more details.

1.4 LIMIT ON NUMBER OF APPLICATIONS

Municipalities may submit one application per intake. Applications not approved from an earlier intake may be revised and a new application regarding the same project will need to be re-submitted to a subsequent intake. This will count towards the limit on the number of applications submitted.

Regional Districts may submit one application for each community in their area. A community is defined as a settlement area within a regional district electoral area or an established or proposed service area.

Indigenous Ultimate Recipients may submit one application per intake. Applications not approved from an earlier intake may be revised and a new application regarding the same project will need to be re-submitted to a subsequent intake. This will count towards the limit on the number of applications submitted.

Not-for-Profit entities may submit one application per intake. A Not-for-Profit is defined as an entity that operates and provides programs and services for the benefit of the community and not solely the interests of its members. Please see section 2.1 for the full definition of Not-for-Profit organization. The project must be supported by a local government or Indigenous governing body by way of a partnership agreement.

For Profit organizations may submit one application per intake. Please refer to section 2.1 for the definition of an eligible For-Profit organization. The project must be supported by a local government or Indigenous governing body by way of a partnership agreement. This will not count as an application for the Local Government or Indigenous governing body.

Applications from improvement districts must be made by the sponsoring regional district or municipality. If the application is successful in obtaining program funding, the ownership of the infrastructure and associated assets must be transferred to the sponsoring regional district or municipality. An Improvement District Conversion Guide can be found here: https://www2.gov.bc.ca/assets/gov/british-columbians-our-governments/local-governments/governance-powers/improvement_district_conversion_guide.pdf

Note: An applicant may apply to more than one open ICIP program for the same project, however, the project will only be funded through one program. If an application submitted to more than one program (for the same project) is successful, it will be funded under the program as determined by the Ministry. This decision is final and not subject to appeal.

If a project is approved under one ICIP program, it becomes ineligible for funding under another ICIP program. For example, if a project is approved for funding under the Rural and Northern Communities Program, the same project will be ineligible for funding in Clean Communities Fund. If an application is submitted under the Clean Communities Fund for the same project, it will still count towards the application limit for the program.

1.5 COST-SHARING, STACKING AND LIMITS TO FUNDING AWARD

The funding provided by the federal government towards infrastructure projects is cost shared by other partners that include the local governments, not-for-profit, for-profit and Indigenous Ultimate Recipients. Applicants must be prepared to finance project construction, cost-share the project, and cover any cost over-runs. The program is claims based. The levels of federal and provincial contribution are:

<i>Ultimate Recipients</i>	<i>Government of Canada Contribution (up to)</i>	<i>Province of British Columbia Contribution (up to)</i>	<i>Total Government Contribution (up to)</i>	<i>Ultimate Recipient Contribution</i>
Local governments*	40%	33.33%	73.33%	26.67%
Indigenous (off-reserve)	75%	15%	90%	10%
Indigenous (on-reserve)	75%	0%	75%	25%
Not-for-Profit projects	40%	25%	65%	35%
For Profit/private sector projects (including For-Profit Indigenous applicants when applicable)	25%	15%	40%	60%

* A local government is defined as the council of a municipality or the board of a regional district.

The remaining eligible project costs, ineligible project costs and cost overruns are the responsibility of the applicant. Where applicants plan to use or have applied for funds from other federal or provincial programs, the source of these funds must be indicated within the

application and in the Confirmation of Funds document (see Section 6.8). The disclosure of other grant funding sources must be provided by the successful recipient up to the completion of the project.

Applicants who have confirmed or potential sources of other senior government funding for their project should note that this program is subject to federal stacking rules*:

- Federal funding towards the project is limited to the Government of Canada contribution in Table 1, from all federal sources. However, there is an exception for Indigenous Ultimate Recipient applicants who may, with approval from Infrastructure Canada, use other sources of federal funding up to 100% of eligible project costs).
 - Gas Tax Community Works Funds count towards the federal contribution for these purposes and will not be able to be utilized for the ultimate recipient's funding contribution to the project.
- Applicants should familiarize themselves with stacking rules under other senior government programs, which funding under ICIP may affect.
- Applicants may utilize smaller provincial funding contributions towards their share of project costs. The preference is to separate project scope under multiple funding programs to have separate and clearly distinct projects under each.
- In all cases, no more than 100% of project costs will be funded (it is the responsibility of ultimate recipients to declare any overlapping funding).
- Project applications under ICIP should ideally represent a standalone project funded solely under the program (scope distinctly separate from projects approved under other senior government programs) to avoid stacking and other program conflicts. Applicants are encouraged to phase projects where possible to achieve this where the program outcome can still be strongly met on completion of the phase.

*Federal stacking rules and policy are subject to Canada's interpretation; this presents a summary only.

2. APPLICANTS

2.1 ELIGIBLE APPLICANTS

Eligible applicants are as follows:

2.1.1 Local Governments

- A local government* established by or under British Columbia statute.

2.1.2 Not-for-Profit

- A Not-for-Profit organization defined as:
 - An organization incorporated as a Not-for-Profit corporation or society formed under an Act of Canada or a province or territory of Canada and in good standing under the relevant Act;
 - An organization that operates primarily for community benefit; and

- An organization with a location in British Columbia and that is active within the province.
- A Not-for-Profit applicant must work in collaboration with a local government as defined above or an Indigenous government as defined below.

2.1.3 For-Profit

- To be considered a For-Profit organization, the applicant must:
 - Work in collaboration with one or more local government as defined above or an Indigenous government as defined below;
 - Be an organization located within British Columbia; and
 - Submit a project with broad community benefits and that will not affect other businesses.

2.1.4 Indigenous Ultimate Recipients

- To be considered an Indigenous Ultimate Recipient, the applicant must be:
 - A band council within the meaning of section 2 of the Indian Act;
 - A First Nation**, Inuit or Metis government or authority established pursuant to a self-government agreement or a comprehensive land claim agreement between Her Majesty the Queen in Right of Canada and an Indigenous people of Canada, that has been approved, given effect and declared valid by federal legislation;
 - A First Nation**, Inuit or Metis government that is established by or under legislation whether federal or provincial that incorporates a governance structure; or
 - A Not-for-Profit organization whose central mandate is to improve Indigenous outcomes, working in collaboration with one or more of the Indigenous entities referred to above, a local government, or British Columbia.

**Considered to be a municipality or regional district for the purposes of this funding.*

***Includes treaty and non-treaty First Nations*

2.2 INELIGIBLE APPLICANTS

- Federal entities, including federal Crown Corporations.
- Applicants not defined in Section 2.1.
- Applicants not residing within the Province of British Columbia.
- Applications from improvement districts, water utilities, or private water systems must be made by a sponsoring regional district or municipality. If the application is successful in obtaining program funding, the ownership of the infrastructure and associated assets must be transferred to the sponsoring local government.

3. PROJECTS

3.1 ELIGIBLE PROJECTS BY OUTCOME

The Program reflects an outcome based rather than a project category-based approach. Project eligibility is based on its ability to meet one of the following **outcomes** set out by Infrastructure Canada. Though projects may meet multiple outcomes, applicants will need to select only **one of the following** outcomes that the project best supports within the application. Outcomes are:

- ☐ Increased capacity to manage renewable energy;
- ☐ Increased access to clean energy transportation;
- ☐ Increased energy efficiency of buildings; or
- ☐ Increased generation of clean energy.

Outcome 1: The project will increase the capacity to manage renewable energy

Projects that meet this outcome will increase the types and capacity of infrastructure that manages, distributes and controls renewable energy, including infrastructure that transmits and makes better use of renewable energy, as defined in the [Clean Energy Act](#).

Project examples for this outcome may include systems that manage the use or transmission of biomass, biogas, geothermal heat, hydro, solar, ocean, wind, battery storage, devices or other systems and technologies that improve capacity to better manage renewable energy.

Example:

- Building an on-reserve renewable natural gas plant to convert local organic food waste into usable biogas via anaerobic digestion (i.e. non open-air decomposition).

Outcome 2: The project will increase access to clean energy transportation

Projects that meet this outcome will increase access to clean energy transportation by improving the ability to utilize clean energy to power vehicles.

Project examples for this outcome may include Level 2 charging infrastructure or hydrogen fueling infrastructure that is owned by a public body and is for public use. Charging infrastructure at public facilities like recreation centers, transit operations, public parks and other facilities owned by local governments for the use of the public are other examples.

Example:

- Installing Level 2 charging stations to create an expanded network that will provide residents with clean transportation options, provide communities with local economic development opportunities and contribute to reduced greenhouse gas emissions.

Outcome 3: The project will increase energy efficiency of buildings

Projects that meet this outcome will increase the energy efficiency of public buildings such as community buildings, recreation centers, libraries, museums, art galleries, and First Nations buildings for public use. It is desired that under this outcome the project will incorporate innovative energy efficiency technologies in the project, such as: net-zero energy ready building performance design, installation of heat pump space heating and/or water heating technologies, or other energy efficiency projects that you can demonstrate are innovative for the community.

Only the incremental cost of energy efficiency measures is eligible under the program when a new building is constructed. The full cost of building a new community building is not eligible under this program.

Project examples for this outcome may include building energy efficiency retrofit projects including envelope upgrades (air sealing, insulation or windows), upgrades to heating, cooling or ventilation (HVAC) systems, fuel switching, and the addition of renewables (such as solar thermal) for the specific building. Eligible projects may also include incremental energy efficiency measures in the construction of new public buildings.

Examples:

- Development and Construction of a PassiveHouse certified building.
- Installing a heat capture and storage system that will utilize the excess heat produced by the Centre's ice and curling rink's refrigeration systems. A geothermal heat recovery loop will be installed to channel waste energy from ice making compressors to heat the buildings and pool.

Outcome 4: The project will increase generation of clean energy

The desired outcome of the clean energy category is to increase the production and generation of clean energy at the community level in order to replace the use of fossil fuels or less clean forms of energy.

Please note that the primary intent of the funding is to support projects that provide a high level of greenhouse gas reductions, and not to fund projects that primarily provide cost savings or a revenue source for the applicant through an Energy Purchase Agreement (EPA) with BC Hydro, unless an EPA has already been negotiated.

Project examples include investments in infrastructure that generates energy from anaerobic digestion, heat recovery or integrated resource recovery technologies. Emerging circular economy initiatives that require infrastructure investments would also be considered. Examples include community energy infrastructure to utilize waste thermal energy captured from sewage to provide heating and hot water.

Note: There are similarities between Outcome 1 - Managing Renewable Energy and Outcome 4 – Generating Clean Energy. They are related; however, Outcome 1 relates to the better use, storage, delivery and integration of available renewable energy; whereas Outcome 4 is related to the creation of new clean energy. Both outcomes will ultimately displace fossil fuels; however, the latter will increase the supply of clean energy, while the former will increase the share of clean energy used but may not necessarily add new supply. Where a project meets both outcomes, the applicant should pick the outcome that is the best fit for the project.

Examples:

- Construction of a digester and a food waste pre-processing station at the City's wastewater treatment plant (WWTF) as a means of increasing biogas production and renewable generation at the WWTF and negotiations of an agreement with FortisBC for the conversion of biogas to bio-methane and the subsequent connection to the FortisBC grid.
- Replacement of two diesel powered generators with natural gas-powered generators used to power a community. The natural gas can then be supplied through FortisBC's renewable natural gas program to power the generators.
- Replacing aging upper penstock and increase hydro facility capacity, as the hydro facility has reached its limit which is causing power blackouts and increased dependency in diesel fuel to meet peak loads.

3.2 ELIGIBLE PROJECTS

CCF will target public infrastructure, which is defined as “tangible capital assets in British Columbia primarily for public use or benefit”.

To be eligible for funding, a project must:

- a) be for broad public use or benefit and clearly demonstrate this within the application;
- b) be put forward by an applicant who demonstrates that they will be able to operate and maintain the resulting infrastructure over the long term;
- c) meet one of the Program outcomes (see Section 3.1);
- d) result in a measurable reduction of greenhouse gas (GHG) emissions as compared to baseline for that infrastructure; for new infrastructure, GHG reductions will need to be compared to a projection-based baseline.
- e) be for the construction, renewal, rehabilitation or material enhancement of infrastructure, excluding normal maintenance or operation;
- f) be supported by all requirements set out in Section 5;

- g) the application and supporting documents should be comprehensive, credible, and feasible.
- h) stipulate a project completion date of no later than March 31, 2026;
- i) be duly authorized or endorsed by, as applicable:
 - In the case of a local government applicant, a resolution of its council/board; or
 - In the case of an Indigenous Ultimate Recipient, a resolution from its appropriate council/band or;
 - In the case of a For-Profit organization a resolution from its board of directors; or,
 - In the case of a Not-for-Profit organization, a resolution from its board of directors;
- j) meet or exceed any applicable energy efficiency standards for buildings outlined in the Pan-Canadian Framework on Clean Growth and Climate Change where a building is constructed (See Section 5.1);
- k) for publicly accessible buildings, meet or exceed the requirement of the highest published accessibility standard in a jurisdiction, defined as the requirements in the Canadian Standards Association Technical Standard Accessible Design for the Built Environment (CAN/CSA B651 – 12), in addition to applicable provincial building codes and relevant municipal bylaws (See Section 5.1);
- l) if involving higher order rapid transit, the adoption of vehicles that use a renewable fuel source in a public transit fleet, or active transportation projects, projects must be consistent with a land-use or transportation development plan or strategy, and where applicable, projects must be consistent with the approved plans of regional transportation bodies;
- m) if involving charging infrastructure, install level 2 or 3 infrastructure;
- n) be located in the Province of British Columbia; and
- o) meet all the program criteria identified in this Guide.

3.3 INELIGIBLE PROJECTS

A project will be deemed ineligible if:

- a) the applicant does not meet one of the definitions of Eligible Applicants in Section 2.1;
- b) the project does not meet the definition of Eligible Projects in Section 3.1 - 3.2 of this Program Guide;
- c) construction has already begun on the project or a tender has been awarded prior to the date of funding approval;
- d) the proposed project is determined to be routine maintenance or repair;
- e) the project will not be completed prior to March 31, 2026;

- f) the estimated project start date is more than 2 years after the date of the application.
- g) it involves inter-city bus, rail, port and ferry infrastructure that is not part of a public transit system*;
- h) the project is eligible under the Low Carbon Economy Leadership Fund's targeted investment sector of enhancing carbon sinks and reducing GHG emissions in the forestry and agricultural sectors (such as the BC Government's Organics Infrastructure Program) until it is fully expensed;
- i) it involves emergency services infrastructure;
- j) it is an energy retrofit in an asset that is not considered to be infrastructure for public use and benefit and an eligible asset under the ICIP IBA;
- k) it is constructed solely for administrative services such as Municipal Halls, Band offices and not-for-profit offices; or
- l) the project does not otherwise meet the mandatory criteria as outlined in this Program Guide.

***Public transit** is considered to be a distinct mode of transportation or conveyance that generally refers to the movement of passengers only within an urban or municipal setting.

The government endeavors to support projects through the program which are well planned, support local and provincial priorities, and will continue to provide community benefits over the long term supported by sustainable infrastructure management. Projects may not be funded if they present risks to program funders, for example if any of the following are deemed likely:

- a high probability of the project not being able to be completed within the program timeline,
- potential for the project to not proceed due to applicant funding difficulties,
- a high probability that the project will require a significant change in scope to proceed due to limited planning being undertaken prior to application,
- the project may not provide the level of service identified,
- the project does not have public support,
- the project has the potential to cause environmental or social issues, or
- the applicant does not demonstrate they are able to manage, maintain and finance the project over the long term.

The applicant should clearly demonstrate within the application that risks related to the project have been considered and include mitigation measures for these.

Note that this does not preclude the consideration of innovative concepts and technology, and inclusion of these will be viewed positively where their suitability for the purpose is considered through the feasibility study.

3.4 PROJECT SIZE AND PHASING PROJECTS

Applicants should be aware that there are reporting requirements for this Program and be prepared to meet them subject to funding approval (See Section 9.6 for requirements).

There is no cap on the maximum allowable funding amount per project; however, consideration will be given to a fair distribution of funding. Applicants should consider whether phasing is an option where project funding would represent more than 10% of the total funding available for the intake (\$4.739 million). Applicants should submit the project that will give them the best value for the given cost.

Where a phase is submitted for funding consideration, the phase should independently result in outcomes which align with program objectives.

If applying for a phase of a larger project, identify how the project will be phased. This should be demonstrated in the accompanying [Detailed Cost Estimate Template](#), and the project descriptions must be organized to easily understand each of the distinct phases of the project, highlighting which phase is the subject of the funding request.

It is important to note that the approval of one phase of a project does not guarantee that other phases will receive funding.

4. COSTS

See Appendix B for examples of eligible and ineligible costs.

4.1 ELIGIBLE COSTS

Eligible costs will include the following:

- a) costs considered to be direct and necessary for the successful implementation of an eligible project, in the opinion of Canada and British Columbia, excluding those identified under Section 4.2 (Ineligible Costs);
- b) the capital costs of constructing or renovating a tangible asset, as defined and determined according to generally accepted accounting principles in Canada;
- c) all planning (including plans and specifications), assessment and design costs specified in the agreement such as the costs of environmental planning, surveying, engineering, architectural supervision, testing and management consulting services, to a maximum of 15% of total funding award;
- d) costs related to meeting specific Program requirements, including completing climate lens assessments (as outlined in Section 6) and creating community employment benefit plans (costs for climate lens assessments can be incurred prior to project approval, but can only

be paid if and when a project is approved by both the Province and Canada for contribution funding);

- e) the costs of engineering and environmental reviews, including environmental assessments and follow-up, as defined in the [Impact Assessment Act](#), 2019 and the costs of remedial activities, mitigation measures and follow-up identified in any environmental assessment;
- f) the costs of Indigenous consultation, and where appropriate, accommodation;
- g) the costs directly associated with joint federal and provincial communication activities (press releases, press conferences, translation, etc.) and with federal and provincial project signage;
- h) the incremental costs of the eligible recipient's employees related to construction of the project may be included as eligible costs under the following conditions:
 - i. The recipient is able to demonstrate that it is not economically feasible to tender a contract;
 - ii. The employee or equipment is engaged directly in respect of the work that would have been the subject of the contract; and
 - iii. The arrangement is approved in advance and in writing by the Province and by Canada.

Note: Requests for the use of own labor and equipment will be subject to both provincial and federal approval and will only be allowed in certain circumstances. Approval must be sought prior to work being carried out.

Eligible costs are limited to the following:

- i) costs incurred between the project approval date and the project completion date set out in the Shared Cost Agreement, except for costs associated with completing climate lens assessments and creating community employment benefit plans, which are eligible before project approval, but can only be paid if and when a project is approved by the Province and Canada and a signed Shared Cost Agreement is in place.

4.2 INELIGIBLE COSTS

The following are deemed ineligible costs:

- a) costs incurred prior to the approval of the project, except for expenditures associated with completing climate lens assessments and creating community employment benefit plans as required (but can only be paid if and when a project is approved by the Province and Canada and a signed Shared Cost Agreement is in place);
- b) costs incurred after the project completion date set out in the Shared Cost Agreement with the exception of expenditures related to audit and evaluation requirements pursuant to the agreement;
- c) costs related to developing a funding application and application supporting documentation;

- d) costs incurred for cancelled projects;
- e) costs of relocating entire communities;
- f) costs related to dedicated space for emergency services;
- g) land acquisition;
- h) real estate and other fees related to purchasing land and buildings;
- i) financing charges, legal fees and interest payments on loans, including those related to easements (e.g. associated surveys);
- j) costs associated with operating expenses and regularly scheduled maintenance work;
- k) leasing land, buildings and other facilities;
- l) leasing of equipment other than equipment directly related to the construction of the project;
- m) overhead costs, including salaries and other employment benefits, direct or indirect costs associated with operating expenses, administration and regularly scheduled maintenance work, and more specifically any costs related to planning, engineering, architecture, supervision, management and other activities normally carried out by staff, except those indicated in Eligible Expenditures;
- n) costs related to furnishing and non-fixed assets which are not essential for the operation of the asset/project;
- o) any goods and services costs which are received through donations or in kind;
- p) taxes for which the ultimate recipient is eligible for a tax rebate and all other costs eligible for rebates;
- q) all capital costs, including site preparation, vegetation removal and construction costs, until Canada has been satisfied that the federal requirements under the [Impact Assessment Act](#), 2019, other applicable federal environmental assessment legislation that is or may come into force during the term of the Agreement, and other applicable agreements between Canada and Indigenous groups have been met to the extent possible and continue to be met; and
- r) all capital costs, including site preparation, vegetation removal and construction costs, until Canada is satisfied that any legal duty to consult, and where appropriate, to accommodate Indigenous groups or other federal consultation requirement, has been met and continues to be met.

5. GENERAL REQUIREMENTS

5.1 REQUIRED INFORMATION

Please ensure that your application addresses the following:

- ☐ Application form and mandatory documents have been filled out in full and submitted online using the Local Government Information System (LGIS).
- ☐ Application must be submitted by an "eligible applicant" (defined in Section 2).

- Application must be for an "eligible project" (defined in Section 3).
- Application includes an authorization to proceed with the project from all appropriate approval authorities.
- Application includes a commitment to pay the applicant share of the eligible costs and ongoing (operating and other) costs associated with the project.
- Project is consistent with applicable provincial, regional, municipal, or band plans (e.g., land-use, integrated watershed management plan, municipal official plans, Integrated Community Sustainability Plans).
- Major risks with a potential impact on the project during construction or once completed have been considered, and, where applicable, a mitigation plan developed.
- All applicable legislative or regulatory requirements have been or will be met. This includes requirements for a Federal Environmental Assessment (FEA) process, provincial Environmental Assessment process and requirements for Indigenous Consultation. Where a project is excluded from a review under [Impact Assessment Act, 2019](#) it may require permits or approvals from local, regional or provincial government agencies. It is the applicant's responsibility to ensure that any additional approvals and permits are identified and/or obtained.
- Where a building is constructed or material rehabilitated, the energy efficiency requirements of the [National Energy Code of Canada for Buildings 2017](#) will be exceeded by 25% or the building will rank in the equivalent of the top 25% of its building type under ENERGY STAR (certification not required), as well as meeting or exceeding any applicable energy efficiency standards for buildings outlined in the [Pan-Canadian Framework on Clean Growth and Climate Change](#).
 - Additional resources include:
 - BC Energy Step Code <https://energystepcode.ca/publications/>
 - BC Building Code <http://www.bccodes.ca/building-code.html>
 - BC Energy Efficiency <https://www2.gov.bc.ca/gov/content/industry/construction-industry/building-codes-standards/energy-efficiency/part-3-buildings>
- For newly constructed or materially rehabilitated infrastructure intended for use by the public, the project will provide appropriate access for persons with disabilities, including meeting or exceeding the requirements of the Canadian Standards Association Technical Standard Accessible Design for the Built Environment (CAN/CAS B651-04) or any acceptable highest published accessibility standard, in addition to applicable provincial building codes and relevant local government by-laws.
 - BC Building Access Handbook https://www2.gov.bc.ca/assets/gov/farming-natural-resources-and-industry/construction-industry/building-codes-and-standards/guides/2014_building_access_handbook.pdf
 - Accessible design for the built environment https://www.csagroup.org/wp-content/uploads/B651-12EN_ACC.pdf

Projects that are selected for funding will be required to provide additional information as

outlined in Section 5.4 to British Columbia and Canada's satisfaction prior to Canada's approval of a project.

5.2 FUNDING

The applicant must demonstrate that their share of funding has been, or is being secured, and that a plan is in place to recover any cost overruns beyond budgeted contingencies. Further, the application must demonstrate that funds have been committed to operate, maintain and plan for replacement. Also see the "Evidence of Secured Funds" and "Council/Board Resolution" sections under Section 6.

Additional requirements apply to demonstrate that financial commitments by ultimate recipients can be met. Please refer to the sections below for specific requirements by applicant type.

5.2.1 Local Government Recipients

If a local government has accumulated funds in a statutory reserve to finance a share of project costs, please submit evidence of these funds as at application date and supporting information directing the use of reserve funds.

If a local government intends to borrow a share of costs, a bylaw to authorize the borrowing of funds should receive third reading by a local government prior to submitting an application to the program. A copy of that bylaw should accompany the application. Municipalities that intend to borrow should also submit a Liability Servicing Limit Certificate for the amount authorized in the bylaw. Please also submit information about any sources of applicant share of project costs other than reserves or borrowing. Please note that submission of a loan authorization bylaw and supporting information as evidence under the program is separate from submission for approval by the Inspector of Municipalities. That is a separate process that must be completed when approval by the Inspector is desired. A preference may be given to funding projects that demonstrate secured funding.

A financial analysis will be completed as part of the application review. This will include a review of information submitted within the application and in addition, for local governments, a review of the periodic financial information that must be submitted to the Ministry of Municipal Affairs and Housing (the Ministry). This periodic financial reporting information is available on Ministry files, and thus does not need to be submitted with an application. However, local government applicants should recognize that the ranking of applications may reflect the extent to which applicants have met financial criteria such as having:

- ☐ met the deadlines for legislated financial reporting, including the financial plan, audited financial statements, Local Government Data Entry (LGDE) forms and Statement of Financial Information (SOFI);

- submitted the financial plan to the Ministry to meet requirements of s 165 of the Community Charter for municipalities and section 374 of the *Local Government Act* for regional districts; and
- measures of financial stability and sustainability which may include property tax structures and development costs charge structure.

5.2.2 Indigenous Ultimate Recipients

The applicant must demonstrate that their share of funding has been, or is being secured, and that a plan is in place to cover any overruns beyond budgeted contingencies. Further, they must demonstrate that funds have been committed to operate, maintain and plan for replacement within the application. Also see the “Evidence of Secured Funds” and “Council/Board/Band Resolution” sections under Section 6.

In addition, if using other federal funding towards the projects, the applicant must supply the funding source/program name, amount of funding and a contact name/number from the program.

5.2.3 Not-For-Profit Recipients and For-Profit Recipients

The applicant must demonstrate that their share of funding has been, or is being secured, and that a plan is in place to cover any cost overruns beyond budgeted contingencies. Further, they must demonstrate that funds have been committed to operate, maintain and plan for replacement within the application. Also see the “Evidence of Secured Funds” and “Council/Board Resolution” sections under Section 6.

5.3 SELECTION PROCESS AND CRITERIA

The Program is merit based and projects are subject to a comprehensive technical ranking assessment and internal provincial review, with a list provided to the Oversight Committee and recommendations submitted to Canada for final approval. Previous intakes have been oversubscribed, and not all good applications have been able to be awarded funding.

Applicants must ensure that their application demonstrates how the project will be eligible for funding (Section 3.2), how the project benefits align with one or more of the outcomes (Section 3.1), how the project aligns with program criteria described in the application form and in this guide, and how the project is supported by sustainable management and planning.

A preliminary greenhouse gas (GHG) assessment with calculations will be required as part of the application and will be an important factor upon which projects are evaluated. Guidance on completing this assessment can be found on the CCF webpage. Note that a full “Climate Lens - GHG Mitigation Assessment” must be conducted and validated by a qualified assessor and will be required following provincial approval in principle and prior to federal approval. See the following section for further information.

In addition to consideration of the required information in Section 5.1 and 5.2, projects will be evaluated with regard to the degree to which they meet the following:

- ☐ represent good value for money;
- ☐ contribute to community objectives and is based on community need for services;
- ☐ enhance and protect public health;
- ☐ enhance and protect environmental health;
- ☐ support sustainability principles;
- ☐ are consistent with integrated long-term planning and management;
- ☐ demonstrate efficient use of resources throughout the life of the assets created;
- ☐ are situated within, and advances, the organization's capital works and financial plans;
- ☐ exhibit long-term sustainability, including operational viability, asset management for sustainable service delivery, and environmental sensitivity;
- ☐ will be able to be financially supported by the organization over the life of assets created including lifecycle and renewal costs;
- ☐ are supported by a high level of planning including identifying appropriate levels of service and demand;
- ☐ contribute towards reduction in demand for natural resources;
- ☐ consider adaptation and mitigation to climate change; and
- ☐ use the best available economically feasible technology, if applicable.

Projects that support the key actions identified as part of British Columbia's commitments under the [*Pan-Canadian Framework on Clean Growth and Climate Change*](#) may also be given additional priority.

The internal provincial review may include consideration of factors such as regional distribution of funding, previous funding, communities in need, and unmitigated project risks.

5.4 REQUIREMENTS PRIOR TO APPROVAL BY CANADA

Shortlisted projects will be given initial 'approval in principle' by the Province where additional requirements must be met prior to the project being formally accepted into the program. The following will be required to be completed to British Columbia's and Canada's satisfaction prior to Canada's approval of a project into the program:

- ☐ For all projects, a "Climate Lens - GHG Mitigation Assessment" that includes a cost-per-tonne calculation as required by Canada*
- ☐ For all projects with total estimated eligible expenditures of \$10 million or more, a "Climate Lens - Climate Change Resilience Assessment"***
- ☐ A federal form to determine if there are any federal environmental assessment requirements that could apply to the project and if there is a requirement to consult with Indigenous Groups

- For all projects with total estimated eligible expenditures of \$25 million or more, the target groups (e.g., apprentices; Indigenous peoples; women; persons with disabilities) for community employment benefits reporting*** as required by Canada, unless waived at the discretion of British Columbia.
- Community Employment benefits*** provided to at least three target groups (e.g. apprentices, Indigenous peoples, women and persons with disabilities) with total estimated eligible expenditures of \$25 million or more, will need to be reported on as required by Canada, unless waived at the discretion of British Columbia.

The following may be required on a case by case basis at the discretion of British Columbia:

- For projects with total estimated eligible expenditures of \$15 million or more and a sufficiently complex nature, a Value Engineering assessment

The intent of the Provincial “approval in principle” is to give applicants some assurance that funding will be received prior to having to complete these additional requirements.

Projects that request a contribution of more than \$50 million from federal sources, involve federal assets, or involve sole source contracting (contracts over \$25,000 or, for the acquisition of architectural and/or engineering services, over \$100,000), if shortlisted, will be subject to a request for further information to support a federal Treasury Board submission.

***Note:** costs associated with the “Climate Lens - GHG Mitigation Assessment” and “Climate Lens - Climate Change Resilience Assessment” will be considered as eligible as part of the funding.

**Information on the requirements for Climate Lens assessments can be found at: <https://www.infrastructure.gc.ca/pub/other-autre/cl-occ-eng.html>.

***Information on the requirements for community employment benefits reporting can be found at: <http://www.infrastructure.gc.ca/pub/other-autre/ceb-ace-eng.html>.

6. APPLICATION PROCESS

All applicants must complete and submit an online application form via the LGIS. A Business BCeID is required to set up access in LGIS; this can take up to 15 business days. New users are encouraged to start the process of requesting a BCeID as early as possible. See the [Accessing the Online Application](#) instructions on the [CCF Website](#) for more details.

A statement by a Financial Approver and Project Manager certifying that the information contained in the application is correct and complete will be required as part of the online application submission.

The following examples of mandatory documents (15 MB limit per document) must be clearly labeled and will be required to be uploaded at time of submission to LGIS as part of your online application. Types of mandatory documentation may vary by applicant type. The documents include, but are not limited to:

- Council/Board/Band Council Resolution
- Project Location: .KML file (see directions on the ICIP CCF website)
- Detailed Cost Estimate (Must use the template on the ICIP CCF website)
- Evidence of Secured Funds (when applicable)
- Confirmation of Funds (Must use the template on the ICIP CCF website)
- Site Plan/Map
- Project Study or Plan
- List and status of required licenses, permits and approvals (or indicate if not applicable)
- Preliminary Greenhouse Gas (GHG) Assessment and calculations
- For all Indigenous Ultimate Recipient Applicants that are a Not-for Profit entities with a central mandate that improves Indigenous outcomes:
 - a letter from the benefitting Indigenous community/nation supporting the project
- Community Energy Plan (**for all Efficient and/or Reliable Energy projects**)
- For all Public Transit outcome projects:
 - a Land-use or Transportation Plan or Strategy

Attached supporting documents should be clearly labelled, succinct and submitted in a searchable format where possible. Where attachments are large, for the document to be included in the Ministry review, specific sections of each document should be referenced in application fields or highlighted.

Applicants are responsible for ensuring full and accurate information is submitted. Applications will not be reviewed unless all necessary information has been submitted, including mandatory documents.

The following documents may be used to support the application; however, the relevant information should be referenced within the application:

- Partnership agreement/Letter of Support/Memorandum of Understanding (MOU) between project partners (if applicable)
- Options Assessment
- Business Plan
- Cost Benefit Analysis or Other Study
- Design Drawings or Details
- Letters of Support*
- Asset Management Plan

*Letters of support, partnership agreements, or MOUs from the other partners are recommended for projects done in partnership with others or that will have joint ownership. Letters from health officers are useful for projects that support public health objectives.

6.1 PROJECT LOCATION .KML FILE

The project location must be submitted in the form of a .KML file. Please see the instructions for creating a .KML file on the [CCF Website](#).

6.2 COUNCIL/BOARD/BAND COUNCIL RESOLUTION

A resolution or bylaw endorsing the project must be approved by the appropriate authorized governing body such as a council, board or band council and must be submitted within one month of the program application submission. The resolution or bylaw will commit the applicant to contributing its share of the eligible and ineligible costs and overages related to the project.

The resolution/bylaw must identify the source of the applicant's share of the project costs. The resolution should show support for the project from a municipality's Council, a regional district Board, or an Indigenous applicant's band council or other appropriate authorized body.

Where possible, the resolution should be submitted as part of the application package. Where the applicant is unable to submit the resolution with the application (e.g. due to timing considerations with when the Council/Board meets), it must be submitted within one month after the submission deadline. Please indicate on the application form when submission of the resolution will be expected to occur.

Note:

1. For Local government applicants, a Council/Board resolution is required;
2. For Indigenous applicants, a Band Council or other appropriate resolution is required;
3. For Not-for-Profit applicants, a resolution from its board of directors is required;
4. For For-Profit applicants, a resolution from its board of directors is required.

Projects not supported by an appropriate resolution submitted within the allowed timeframe, will not be reviewed.

6.3 DETAILED COST ESTIMATE

A detailed cost estimate template has been provided on the [CCF Website](#) and submission of a completed cost estimate is a mandatory document. Detailed costs estimates must include but are not limited to: an itemized description, cost per unit of measure, number of units, as well as design, engineering, contingency costs, and tax rebate breakdowns. Applicants are to identify which costs are eligible and which are ineligible and to

state what class or confidence level the estimates are (e.g., class B or the level of confidence of the proposed cost). Cost estimates must be dated.

The preference is that submitted projects are planned to the degree that required works are identified, generally represented by a cost estimate of Class C (representing +/- 25 to 40% variability in costs) or better (Class A or B). This creates more certainty of the estimated costs involved and allows for these costs to be included as part of the proportional grant amount, as opposed to unexpected costs needing to be addressed by a successful applicant outside of the grant as they arise. Applicants are advised to consider the potential cost variability of their cost estimate based on the current level of design that has been completed when assigning contingencies.

Projects where design remains preliminary in nature should ensure that plans are in place to cover potential cost overruns and that adequate contingencies are included within the cost estimate. Otherwise, there may be additional risk linked to the proposed project given the potential cost uncertainties.

If the project as submitted in the application is a phase or part of a wider initiative, the detailed cost estimate should only include the costs for the project being applied for.

If a project can be broken into phases, while still meeting a program outcome, and the applicant would be willing to accept funding for an independent phase(s), each distinct phase should be clearly described. This should be demonstrated in the accompanying Detailed Cost Estimate template on the [CCF Website](#) by completing a separate tab within the cost breakdown for each phase in addition to the full project cost breakdown in the original tab. The project description must be organized to easily understand each of the distinct phases of the project.

It is important to note that projects will be reviewed in the context of the [Impact Assessment Act](#) (IAA), 2019 and regulations as discussed in Section 7. Where applicable, project cost estimates should include costs to conduct an Impact Assessment study.

Projects requiring climate lens assessments as outlined in Section 5.4 should include costs to complete these and have them attested to by a qualified assessor.

IMPORTANT: It is necessary to provide **up-to-date, detailed, and complete cost estimates** and identify and account for inflation, increasing construction costs and possible delays in start and completion dates. Factors that may delay construction include: the timing of the grant announcement date, public consent, weather and construction seasons, delays in the IAA process, right of way negotiations, regulatory applications, indigenous consultation, etc. It is important to plan your project to start following final project approvals. The second intake is designed to target projects which will be initiated starting in 2021 or 2022. The Program supports projects that can be completed in five years following approval. Design work can be included as part of the capital grant and the program supports projects that are medium-term priorities (detailed design will be ready to begin one-year from application submission; projects are required to be at an advanced stage of planning but not “shovel-ready”).

6.4 SITE PLAN

A site plan should include the location and the general layout of the works to be included in the proposed project.

6.5 FEASIBILITY STUDY

This study should be completed to report initial planning work and should identify what the project works will include, and why the project is being considered. It should also address capital and lifecycle expenditures, annual operating costs, emerging technologies, environmental considerations and societal impacts. This study should include more information than will be supplied in the brief project description and list of works.

This study can be completed by the organization itself or an external consultant, and existing work can be submitted in order to fulfill this requirement; a new study doesn't need to be commissioned in support of the grant application. Where no study exists, a summary of planning actions to date can be submitted.

6.6 LIST OF REQUIRED LICENSES, PERMITS AND APPROVALS

All applicants are required to investigate and submit a list of licenses, permits and approvals which are required for the project to proceed and they must advise on the status of any that have been applied for. This demonstrates that a project is on track and/or that the applicant has considered and commenced applications for these required items.

The Ministry of Environment & Climate Change Strategy's brochure provides information:

https://www2.gov.bc.ca/assets/gov/environment/air-land-water/water/laws-rules/gw_licensing_brochure.pdf.

6.7 EVIDENCE OF SECURED FUNDS

Evidence that the applicant's full share of funding has been or will be secured is required. This evidence may be in the form of recent bank statements showing that the amount is on hand, a line of credit letter of approval (for non-local government entities), staff reports and/or resolutions of board/council directing the use of reserve funds, and for local governments who are recovering their share of funding through borrowing, a Liability Servicing Limit Certificate indicating that borrowing is within a local government's assent free borrowing limit, a loan authorization bylaw that has received third reading, and/or a date that borrowing has been approved through a formal public approval process and a copy of the related bylaw. Other evidence may be accepted at the discretion of the Ministry.

Not-for-Profit and For-Profit entities must provide a financial statement, please. Please upload:

- An internally prepared financial statement for projects with eligible costs up to \$500,000 or,
- A statement reviewed by an independent public accountant for projects with eligible costs \$500,001 and above

The applicant will be prompted for required documents through the LGIS online application process.

6.8 CONFIRMATION OF FUNDS

A Confirmation of Funds template has been provided on the [CCF Website](#) and submission of the completed form is mandatory. This form will assist the applicant and the Ministry with ensuring that all sources of funds are confirmed for applicant portions and that there are sufficient funds for cost overruns, if they occur.

6.9 CLIMATE LENS REQUIREMENTS

A preliminary greenhouse gas (GHG) assessment with calculations will be required as part of the application and will be an important factor upon which projects are evaluated. Guidance on completing this assessment can be found on the [CCF Website](#). Note that a full “Climate Lens - GHG Mitigation Assessment” must be conducted and validated by a qualified assessor and will be required following provincial approval in principle and prior to federal approval. For the “Climate Lens - GHG Mitigation Assessment”, a complete description of the estimation and methodology approach including details on assumptions and calculations will also be required.

A “Climate Lens - Climate Change Resilience Assessment” is only required for projects over \$10 million however, every project regardless of cost will be awarded points for including adaptation/resilience considerations in the application. This is focused on using future climate projections to ensure projects have considered how resilient they are to future climate conditions/risks and if measures have been, or need to be, included to address those future risks.

6.10 CONTACT INFORMATION

Applications and mandatory documents will be submitted through the online LGIS application. Questions can be directed to:

Ministry of Municipal Affairs and Housing

Phone: 250-387-4060

Email: infra@gov.bc.ca

7. IMPACT ASSESSMENT ACT, 2019 Requirements

The [*Impact Assessment Act*](#), 2019 (the Act) and its regulations are the legislative basis for the federal practice of environmental assessment. A Federal Environmental Assessment (FEA) is a process to evaluate the environmental effects and identify measures to mitigate potential adverse effects of a proposed project. The Act ensures that the environmental effects of a project are carefully reviewed before a federal department/agency decides to allow the proposed project to proceed.

Detailed information on the [*Impact Assessment Act*](#), 2019 and regulations can be found at the Impact Assessment Agency's website: www.canada.ca/en/impact-assessment-agency.html.

All projects that receive funding through the Agreement must comply with the Act. However, since not all projects are on federal lands or affect the environment in a significant way, many projects may not require an environmental assessment under the Act. It is the responsibility of the applicant to determine the FEA requirements and contact the relevant Federal departments, as indicated below.

7.1 HOW TO DETERMINE IF AN IMPACT ASSESSMENT/FEDERAL ENVIRONMENTAL ASSESSMENT (FEA) IS REQUIRED

A FEA will be required under [*Impact Assessment Act*](#) 2019 if the project meets the definition of a designated project and or it is located on federal lands.

7.1.1 Is it a designated project?

The Project List (Also known as the *Physical Activities Regulation*) identifies types of projects that may require an assessment under the Act: <http://laws-lois.justice.gc.ca/eng/regulations/SOR-2012-147/page-1.html#docCont>.

Only projects on the designated project list require FEA or projects designated by the Minister due to potential for environmental effects or public concerns. Should the Project meet the definition of a designated project, applicants must provide to the Impact Assessment Agency of Canada a description of their proposed project to initiate the process.

7.1.2 Is the project on federal lands?

Projects on federal lands are subject to an assessment of environmental effects. Information must be provided to program staff on whether the project will be located on federal lands. Applicants must engage with the federal lands' owner to establish the process and requirements to meet the [*Impact Assessment Act*](#), 2019. For more information refer to the Impact Assessment Process Overview available at:

<https://www.canada.ca/en/impact-assessment-agency/services/policy-guidance/impact-assessment-process-overview.html>

7.2 TIME AND COST CONSIDERATIONS

Time and Costs involved in completing the FEA and associated studies will depend on site accessibility and the availability of local expertise, the nature and complexity of the project, potential environmental implications and the level of public/Indigenous interest. When developing the project cost estimates, please consider the potential expenses involved in preparing a FEA.

7.3 DIALOGUE WITH ENVIRONMENTAL AGENCIES

For projects that require a FEA, applicants are encouraged to contact relevant federal departments or provincial ministries (e.g., Fisheries & Oceans Canada, Environment Canada - Canadian Wildlife Service or BC Ministry of Environment). A proactive discussion with such agencies during the project-planning phase will assist in identifying potential environmental impacts and necessary mitigation measures.

IMPORTANT NOTE:

- Where necessary, ICIP funding is conditional upon completion of an environmental assessment review of the project under the Act with a satisfactory outcome.
- Starting BC and Canada environmental assessments early in the planning of a project will assist the British Columbia and the Government of Canada in discharging the legal duty to consult and, if appropriate, accommodate Indigenous peoples when the Crown contemplates conduct that might adversely impact established or potential Indigenous or Treaty rights.
- Successful applicants must agree to adhere to mitigation requirements as may be specified in the FEA and/or recommended by federal departments and agencies participating in the review process.
- Any changes to the scope of the project while it is underway could re-open the FEA review and cause the project to have construction delays. In addition, project scope changes need to be brought to the Ministry program staff immediately as they need the Province's approval prior to going forward with any changes to the original approved scope.

7.4 OTHER REGULATORY CONSIDERATIONS

Projects must meet all applicable federal and provincial environmental legislation and standards. Even though a project is excluded from a review under the [Impact Assessment Act](#), 2019 it may require permits or approvals from local, regional or provincial government agencies. It is the applicant's responsibility to ensure that any additional approvals and permits are obtained.

7.5 B.C. ENVIRONMENTAL ASSESSMENT PROCESS

Proposed projects or modifications to existing projects that are subject to the *British Columbia Environmental Assessment Act* (BCEAA) are specified in the Environmental Assessment Reviewable Project Regulations by project type, design capacity, and diversion or extraction rate. All applicants should review a copy of the regulations for information on projects that may be subject to the BCEAA. Information must be provided to Ministry of Municipal Affairs and Housing program staff on whether the project will be subject to BC Environmental Assessment.

Refer to BC Environmental Assessment Office's website at www.eao.gov.bc.ca or contact their office at:

**2nd Floor 836 Yates Street
PO Box 9426 Stn Prov Govt
Victoria, BC V8W 9V1
Email: eaoinfo@gov.bc.ca**

8. INDIGENOUS CONSULTATION

Applicants may be required to consult with Indigenous groups if the project is in an area where Indigenous communities have potential or established Indigenous or Treaty rights. It is the responsibility of the applicant to determine whether the project requires consultation with Indigenous groups. Information must be provided to program staff on whether the project will be subject to Indigenous Consultation.

If required, Canada must be satisfied that for each Project:

- Indigenous groups have been notified and, if applicable, consulted;
- If applicable, a summary of consultation or engagement activities has been provided, including a list of Indigenous groups consulted, concerns raised, and how each of the concerns have been addressed, or if not addressed, an explanation as to why not;
- Accommodation measures, where appropriate, are being carried out by British Columbia or Ultimate Recipient at their own cost; and
- Any other provided information that Canada may deem appropriate.

No site preparation, vegetation removal or construction will occur for a Project and Canada has no obligation to pay any Eligible Expenditures that are capital costs, as determined by Canada, until Canada is satisfied that any legal duty to consult, or other federal consultation requirement, and where appropriate, to accommodate Indigenous groups has been met and continues to be met.

For more information on British Columbia's consultation resources and consultation policy:

<https://www2.gov.bc.ca/gov/content/environment/natural-resource-stewardship/consulting-with-first-nations>

<http://www2.gov.bc.ca/gov/DownloadAsset?assetId=9779EDACB673486883560B59BEBE782E>

9. APPROVED APPLICATIONS

Successful recipients will be notified in writing if their application is approved.

The Province of British Columbia will provide a Shared Cost Agreement* to those applicants approved for funding. The Shared Cost Agreement will outline the terms and conditions associated with the funding. Funding is conditional upon the recipient signing a Shared Cost Agreement with the Province.

Shared Cost Agreements will be prepared only after the requirements described in Section 5.4 have been deemed as met by Canada.

All projects will be expected to be substantially complete within the dates set out in their Shared Cost Agreement. The Program is designed to support projects that can be completed within five years of the approval. Where extenuating circumstances outside the applicant's control cause project delays, an approval for extension may be considered (with projects ultimately having to be completed before March 31, 2026).

Shared Cost Agreement or Ultimate Recipient Agreement*
is an agreement between British Columbia and the Ultimate Recipient under the ICIP.*

****"Ultimate Recipient" is an entity identified under sections A.1 a) of Schedule A in Canada – British Columbia ICIP Integrated Bilateral Agreement and identified within this guide as an eligible applicant.*

9.1 ASSETS

9.1.1 Disposal of Assets

Within the Shared Cost Agreement, ultimate recipients will need to maintain ongoing operations and retain title to and ownership of an asset for at least five years after substantial completion, except when the asset is transferred to Canada, British Columbia or a municipal or regional government, and with Canada and the Province's consent.

9.1.2 Revenue from Assets

Senior government contributions are meant to accrue to the public benefit. Within the Shared Cost Agreement, there will be a requirement that funded assets owned by a for-profit Ultimate Recipient will not generate revenues that exceed its operating expenses within the Fiscal Year during the asset disposal period. Where funding is used by a for-profit private sector

body for the purpose of the ultimate recipient generating profits or increasing the value of its business, repayment of any contribution funding will be required.

For-profit entities please refer to section 24.2 REVENUE FROM ASSETS in the Canada/BC Integrated Bi-lateral Agreement found on the ICIP website
<http://www.infrastructure.gc.ca/prog/agreements-ententes/2018/2018-bc-eng.html>

9.2 SHARED COST AGREEMENT

“Shared Cost Agreement” means an agreement between the Province of British Columbia and a Recipient whereby the Province agrees to contribute financially to an approved project.

9.3 CONTRACT PROCEDURES AND PROVISIONS

“Contract” means a Contract between a Recipient and a Third Party whereby the latter agrees to contribute a product or service to a project in return for financial consideration which may be claimed as an Eligible Cost.

All contracts will be awarded in a way that is fair, transparent, competitive and consistent with value for money principles.

The following objectives for procurement activity for goods, services and construction are based on the principles of fair and open public sector procurement: competition, demand aggregation, value for money, transparency and accountability:

- ☐ applicants receive the best value for money spent on contracts;
- ☐ vendors have fair access to information on procurement opportunities, processes and results;
- ☐ acquisition opportunities are competed, wherever practical;
- ☐ applicants only engage in a competitive process with the full intent to award a contract at the end of that process;
- ☐ applicants are accountable for the results of their procurement decisions and the appropriateness of the processes followed;
- ☐ the cost of the procurement process, to both vendors and applicants, is appropriate in relation to the value and complexity of each procurement;
- ☐ contracts are awarded in accordance with the [Canadian Free Trade Agreement](#) and international trade agreements if applicable; and
- ☐ acquisitions are managed consistent with the policy of the Province of British Columbia. The Province of British Columbia’s Policies can be accessed at:

<https://www2.gov.bc.ca/gov/content/governments/policies-for-government/core-policy/policies/procurement>

Applicant are responsible for:

- ☐ planning, managing and fully documenting the process to acquire goods, services and construction;
- ☐ managing solicitation and contract award processes in a prudent and unbiased manner that fairly treats all potential vendors and bidders;
- ☐ ensuring that contracts for goods, services and construction are designed to provide the best value; and
- ☐ ensuring that all acquisitions are consistent with policy and applicable legislation.

It is expected that all contracts for works associated with projects that are approved for funding will be publicly tendered. Where this is not feasible or practicable, recipients must inform, in writing, the Ministry for approval before proceeding with the project.

The Province reserves the right to review a Recipient's procurement and tendering policies relating to contracts for works associated with projects funded through this program at any time from project approval to a date three years after project completion.

Two resources are available to help applicants to achieve excellence in the awarding of contracts in a way that is transparent, competitive, and consistent with value for money principles:

- 1) The Master Municipal Construction Documents Association (MMCD) provides its members with standardized contract documents and training programs to maximize the benefits of the documents. The Province of British Columbia encourages British Columbia Municipalities to use the Master Municipal Construction Documents for the construction of municipal services. Many B.C. local governments have been, and continue to, subscribe to the MMCD documents, certification, training and procedures. For further information about MMCD access its website at: <https://www.mmcd.net/>
- 2) BC Bid, the e-Procurement site of the Province of British Columbia can be accessed at: <https://www.bcbid.gov.bc.ca/open.dll/welcome>.

9.4 CHANGES OR VARIATIONS TO AN APPROVED PROJECT

Applicants need to advise the Ministry, **in writing**, of any variation from the approved project. **Before** any changes are implemented, they must be approved by the Ministry. Changes that require written approval are those that deviate from the Shared Cost

Agreement, generally project description/scope or project completion date. Costs that are outside of the current terms of the contract may not be able to be reimbursed.

Program staff will adjust future claims and/or require the provincial government to be reimbursed if any costs that have been reimbursed are subsequently found to be ineligible.

9.5 COST OVERRUNS

The Program will be fully allocated and oversubscribed. Recipients of grant funding will be responsible for managing project risks, including cost increases, as the Program is not designed to deal with cost overruns. Any project cost increases will be the responsibility of the Ultimate Recipient.

9.6 REPORTING

A Periodic Progress Report will be required quarterly, and a Budget Forecast Report will be required monthly or upon request by the Province. These reports update the federal and provincial agencies regarding timelines, percentage completion, milestones, forecasting and other information regarding the project. Progress reports are required whether or not a claim is made, or whether or not construction has begun. The reports are required for the period between project approval and project completion.

These reports must be completed and submitted online using the LGIS.

Conditions will be included in the Shared Cost Agreement which will require the Ultimate Recipient of the grant to conduct activities or prepare documentation related to best practice and sustainable infrastructure management. These will be tied to the payment of interim and final claims.

Examples of condition requirements that have been included in past programs include*:

- ☐ confirmation that required permits have been received and/or that the design and construction meet associated regulatory requirements;
- ☐ a list of energy efficient features and equipment used in the project;
- ☐ for projects that develop a new groundwater source, use of best practices as detailed in the Province's Well Head Protection Toolkit, including a Wellhead Protection Plan;
- ☐ a summary of the state of asset management practice within the organization in reference to the [Asset Management BC](#) Roadmap and/or [AssetSMART 2.0](#);
- ☐ confirmation that the system and operators are or will be certified under the BC Environmental Operators Certification Program;
- ☐ confirmation that a new building exceeds the energy requirements under the National Energy Code for Buildings by at least 25%;

- ☐ an asset renewal profile for the asset group related to the project.
- ☐ Pledge/commitment for updated Climate Action Plan/CEEP, including:
 - Adoption of Step 3 of the British Columbia Energy Step Code or other steps towards adoption of the code**;
 - Completion of an Electric Vehicle (EV) charging infrastructure strategy;
 - Adoption of EV ready bylaws requiring all new residential parking spaces in single-family and multi-unit residential buildings to have Level 2 energized outlets;
 - Signing onto the West Coast Electric Fleets Pledge;
 - Joining the EV Peer Network;
 - Implementing incentives to carpool using High Occupancy Vehicle lanes such as a DECAL program allowing priority parking rights;
 - Adoption of an organic diversion bylaw;
 - Incentivizing energy efficiency in homes and industry

* This is not a comprehensive list of all potential condition requirements and others may be added or substituted at the discretion of the Province. Specific related conditions may be applied to particular project types (i.e. EV conditions would be applied to a project related to charging infrastructure).

** This condition supports the shift towards net-zero energy ready buildings as the minimum requirement in the British Columbia Building Code by 2032.

9.7 CLAIMS

To receive both the federal and provincial governments' contributions for approved projects, claims must be submitted for eligible costs to the Ministry. Only costs incurred, paid and consistent with and comparable to those identified in the signed shared cost agreement are eligible for reimbursement. Where multiple projects are ongoing (e.g. through different grant funding programs or through a phased approach), please ensure that claims are specific to the approved project only.

Claims must be completed and submitted online using the LGIS. The online claim form requires summary of expenditures information, including: name of payee, date paid, work rendered start/end dates, invoice number, invoice date, etc. Current progress reports must be submitted online to the Ministry via LGIS and technical conditions must be met for claim reimbursement. All projects are subject to site visits and audit at any time during the project and up to the later of: the end date of the IBA for ICIP between Canada and BC or up to three years after the final settlement of accounts.

9.8 ACCOUNTING RECORDS

Applicants must maintain acceptable accounting records that clearly disclose the nature and amounts of the different items of cost pertaining to the project. These records should include both the records of original entry and supporting documents of the applicant, divisions or related parties, and any third party, named in the application or contract, as appropriate to the project. Applicants must retain accounting records for a minimum of six years after the end date of the IBA for ICIP between Canada and BC.

Failure to keep acceptable accounting records and tender documents may result in a cessation or interruption in funding and impact future funding.

The Province can require applicants to provide details of the types and amounts of all fees for consultants and contractors.

9.9 COMMUNICATIONS

9.9.1 Procedures for Communications

An important aspect of the program is to communicate its impact in helping improve the quality of life in British Columbia communities. The purpose of joint communications activities is to provide information on the Program to the public in a well-planned, appropriate, timely and consistent manner that recognizes the benefits of the initiative and the contribution of all parties.

A communications protocol will be set out within the Shared Cost Agreement. Signage recognizing funding contributions will also be required.

9.9.2 Timeline for Public Events

Please contact the Ministry at least **15 working days** prior to any scheduled public events. The federal and provincial Ministers, or their designated representatives, regularly participate in the events, thus need time to schedule for such an occasion.

APPENDIX A – Federal Program Outcomes & Targets

Ultimate recipients are required to report on outcomes and associated targets through the Province to Canada for the ICIP – Green Infrastructure – Climate Change Mitigation Sub-Stream projects completed in British Columbia. Below are the federal outcomes and targets that are associated with this program for ease of reference. Projects must meet at least one of the outcomes in the following table:

Climate Change Mitigation <u>Outcomes</u>:
Increased capacity to manage renewable energy
Increased access to clean energy transportation
Increased energy efficiency of buildings
Increased generation of clean energy

<u>Targets</u> Relevant to the Climate Change Mitigation Sub-Stream*:
Contribute to a national ten mega-tonne (10 mT) reduction of greenhouse gas emissions.
Ensure one hundred percent (100%) of federally-funded public-facing infrastructure meets the highest published applicable accessibility standard in a respective jurisdiction.

APPENDIX B – Examples of Eligible Costs and Ineligible Costs

Please note: The following are examples only and are based on staff knowledge of past federal-provincial programs and program criteria. The determination of whether costs are eligible will ultimately rest with program staff. If a cost is not listed below, contact program staff prior to undertaking associated work. (See Section 6.7 for contact information)

General

ELIGIBLE	INELIGIBLE
<ul style="list-style-type: none"> Costs paid under contract for goods or services considered to be direct and necessary to implement the project 	<ul style="list-style-type: none"> Any unpaid costs including invoices or holdbacks Accrued costs Any goods or services costs which are received through donations or in kind
<ul style="list-style-type: none"> Costs incurred after approval and on or before the project completion date stipulated in the Shared Cost Agreement and deemed properly and reasonably incurred 	<ul style="list-style-type: none"> Costs incurred prior to approval date and after project completion date as stipulated in the Shared Cost Agreement (with the exception of costs to complete Climate Lens assessments which are eligible prior to grant award if the project is successful in obtaining funding through the program)
<ul style="list-style-type: none"> Capital costs as defined by Generally Accepted Accounting Principles (except capital costs included in INELIGIBLE COSTS) 	<ul style="list-style-type: none"> Services or works normally provided by the Recipient, including: <ul style="list-style-type: none"> overhead costs salaries and other employment benefits of any employees of the Recipient <u>unless pre-approved by the Ministry and specifically related to the project</u> leasing of equipment except that directly related to the construction of the project purchasing equipment accounting fees incurred in the normal course of operation auditing fees incurred in the normal course of operation operating expenses and regularly scheduled maintenance
	<ul style="list-style-type: none"> Land acquisition and real estate fees: <ul style="list-style-type: none"> leasing land, buildings and other facilities and related costs

ELIGIBLE	INELIGIBLE
	<ul style="list-style-type: none"> Financing charges, loan interest payments legal fees (including those related to easements)
	<ul style="list-style-type: none"> Taxes for which the Recipient is eligible for a tax rebate and all other costs eligible for rebates

Environmental Assessment/Aboriginal Consultation Costs

ELIGIBLE	INELIGIBLE
<ul style="list-style-type: none"> Environmental reviews Environmental costs Remedial activities Mitigation measures Aboriginal consultation 	

Climate Change Lens Assessment Costs

ELIGIBLE	INELIGIBLE
<ul style="list-style-type: none"> Greenhouse Gas Emissions Assessment when indicated required in Section 5 of the Guide Climate Resilience Assessment when indicated required in Section 5 of the Guide 	

Design / Engineering Costs

ELIGIBLE	INELIGIBLE
<ul style="list-style-type: none"> Fees paid to professionals, technical personnel, consultants and contractors specifically engaged to undertake the surveying, design, and engineering of a project 	
<ul style="list-style-type: none"> Accommodation costs included in consulting fees or disbursement for out of town/province professionals 	<ul style="list-style-type: none"> Any legal fees including those for land transfers (easements, Right of Way)

Construction/Materials Costs

ELIGIBLE	INELIGIBLE
	<ul style="list-style-type: none"> • Cost of purchasing land and associated real estate and other fees • Value of donated land • Interim financing and interest costs • Appraisal fees • Land title fees • Leasing of land or facilities
	<ul style="list-style-type: none"> • Building permit charged by applicant to itself • Development cost charges
<ul style="list-style-type: none"> • Insurance related to construction 	<ul style="list-style-type: none"> • Liability insurance for directors
<ul style="list-style-type: none"> • Project management fees 	
<ul style="list-style-type: none"> • Material testing necessary to prove suitability of soils and specified structural elements 	
<ul style="list-style-type: none"> • Fencing for the construction site • Permanent fencing 	
<ul style="list-style-type: none"> • Towing heavy equipment to and from the construction site 	<ul style="list-style-type: none"> • Towing vehicles
<ul style="list-style-type: none"> • Security guard & First Aid attendant (contracted for construction project) 	<ul style="list-style-type: none"> • Ambulance for workplace accidents • First aid courses
<ul style="list-style-type: none"> • Furniture and/or equipment essential for operation of the project 	<ul style="list-style-type: none"> • Tools (e.g. hammer, saw, shovel, rakes, gloves) • Furnishing and non-fixed assets which are not essential for the operation of the asset/project
<ul style="list-style-type: none"> • Utility, electrical, sanitary sewer, and storm sewer set-up/connection services to the site property line 	<ul style="list-style-type: none"> • General repairs and maintenance of a project and related structures
<ul style="list-style-type: none"> • Safety equipment to be kept at the project site (e.g. safety goggles, beakers, eye wash bottles, latex gloves, UV lamp, vacuum hand pump, forceps, etc.) 	
<ul style="list-style-type: none"> • Fire protection equipment as required by the fire department 	
<ul style="list-style-type: none"> • Third party (contractor) rental of a trailer/site office 	
<ul style="list-style-type: none"> • Permanently installed 2-way radios, phone system for facility 	<ul style="list-style-type: none"> • Monthly bills for utilities and phone/internet
	<ul style="list-style-type: none"> • Contributions in kind
<ul style="list-style-type: none"> • Fuel costs for rental equipment 	<ul style="list-style-type: none"> • Vehicle maintenance and fuel costs

ELIGIBLE	INELIGIBLE
<ul style="list-style-type: none"> Temporary construction or permanent signage, specific to the project 	<ul style="list-style-type: none"> General construction signs (e.g. detour, street closed)
<ul style="list-style-type: none"> Relocation/renovation kiosk signs for public information 	<ul style="list-style-type: none"> Temporary “Hours of Business” signs
<ul style="list-style-type: none"> Surveys necessary to determine the site’s suitability for the intended purpose 	<ul style="list-style-type: none"> Any other surveys except to determine the site’s suitability
<ul style="list-style-type: none"> Demolition of unwanted structures from the site 	
<ul style="list-style-type: none"> Landscaping to restore construction site to original state following construction Installation of landscaping 	<ul style="list-style-type: none"> Maintaining landscaping
<ul style="list-style-type: none"> Newspaper/radio ads related to contract tenders and contract award notifications; or public safety, road closure or service interruption notices related to the project 	
<ul style="list-style-type: none"> Printing and distribution costs for public information materials regarding the project 	
<ul style="list-style-type: none"> Printing costs for preparing contract documents or tenders, blue prints, plans/drawings 	
<ul style="list-style-type: none"> Courier services, specific to project e.g. delivering drawings/designs 	
<ul style="list-style-type: none"> Paving of access and curb cuts 	

Communication Activities Costs

ELIGIBLE	INELIGIBLE
<ul style="list-style-type: none"> Any costs reasonably incurred to undertake joint federal and provincial communication activities, such as, but not limited to: <ul style="list-style-type: none"> - federal or provincial funding recognition signage - permanent commemorative plaques - A/V rental and set up costs - event equipment rental and set up costs, such as stage and podium for joint events - event photography 	<ul style="list-style-type: none"> Media consultant Event planners Gifts Hospitality costs, such as, but not limited to: <ul style="list-style-type: none"> - food/beverages - liquor - entertainment



Regional Board Report

TO: Regional Board

FROM: David Komaike
Director of Engineering Services

DATE: September 29, 2020

SUBJECT: FCM and UBCM Asset Management Grant Applications - 2020

Voting Entitlement: All Directors – Unweighted Corporate Vote – Simple Majority – LGA 208.1

Purpose: To seek approval to submit two grant applications to support the development of an Asset Management Plan for the Westside Regional Wastewater Treatment Plant.

Executive Summary:

Regional District staff propose the development of an Asset Management Plan for the Westside Regional Wastewater Treatment Plant (WWTP). The development of the Plan will require the help of a consultant. Total project costs (including overhead) are \$80,000.

In order to help cover the costs of the project, staff wish to apply for two asset management grant opportunities. For your consideration are two recommendations:

- The first recommendation is in support of an application to the Union of BC Municipalities' (UBCM) Municipal Asset Management Planning Program, an initiative funded by BC Ministry of Municipal Affairs and Housing. The UBCM grant provides funding for up to 50% of total eligible project costs, to a maximum of \$15,000.
- The second recommendation is in support of an application to the Federation of Canadian Municipalities' (FCM) Municipal Asset Management Program, an initiative funded by the Government of Canada. The FCM grant provides funding for up to 80% of total eligible project costs, to a maximum of \$50,000.

If successful, the RDCO's financial contribution to this project would be \$15,000.

RECOMMENDATION #1:

THAT the Regional Board approves submitting a grant application to the Union of BC Municipalities' Asset Management Planning Program in the amount of \$15,000 for the Westside Regional Wastewater Treatment Plant Asset Management Plan Project.

RECOMMENDATION #2:

THAT the Regional Board approves submitting a grant application to the Federation of Canadian Municipalities' Municipal Asset Management Program for the Westside Regional Wastewater Treatment Plant Asset Management Plan Project.

BE IT THEREFORE RESOLVED THAT the Regional District of Central Okanagan commits to conducting the following activities in its proposed project submitted to the Federation of Canadian Municipalities' Municipal Asset Management Program to advance the RDCO's asset management program:

- The development of an Asset Management Plan for the Westside Regional Wastewater Treatment Plant, which includes:
 - An inventory and gap assessment,
 - Condition, criticality, and risk assessments,
 - 20-Year capital plan information development, and upon project completion
 - A presentation to the Westside Wastewater Treatment Service Select Committee.

Respectfully Submitted:



David Komaïke
Director of Engineering

Approved for Board's Consideration



Marilyn Rilkoff, Deputy CAO

Prepared by: Mareike Miller, Asset Management Analyst

Implications of Recommendation:

Strategic Plan:	Sustainable Communities – The asset management plan project will provide detailed asset information to support the continued sustainable management of the WWTP.
Organizational:	Completing an asset management plan for one of our most critical assets will be a milestone for the RDCO Asset Management Program and provide valuable learning opportunities for staff.
Financial:	The RDCO's contribution, should the grant applications be successful, will be \$15,000. Should the applications not be successful the Westside Regional Wastewater Treatment Plant Asset Management Plan Project will be reassessed for other funding opportunities.

Background:

The International Standards Organization defines asset management plans as “documented information that specifies the activities, resources and timescales required for an individual asset or a grouping of assets to achieve the organization's asset management objectives”.¹

The Westside Regional Wastewater Treatment Plant (WWTP) serves areas on the west side of Okanagan Lake including; the City of West Kelowna, the District Municipality of Peachland, and the Westbank First Nation.

The proposed project will provide detailed asset related information necessary for data driven decision-making in regard to the WWTP and its internal components. The asset management plan (AMP) will address inventory information gaps, asset criticality, risk, and inform a long-term capital plan.

Development of an AMP for the WWTP aligns with the ‘assess’ and ‘plan’ portions of the Asset Management BC Framework.

In support of local governments’, the FCM and UBCM asset management initiatives provide stackable grant opportunities for the following activities:



FCM program supports:

- Conducting asset management assessments
- The creation of asset management plans, policies and strategies,
- Data collection and reporting,
- Training and organizational development, and
- Knowledge transfer.

The UBCM program supports:

- Conducting asset management assessments (capacity and risk assessments)
- The creation of asset management plans, policies and strategies,
- Training and organizational development, and
- Outcome reporting/Performance measurement.

Grant funding is provided by the Governments of Canada and British Columbia.

¹ International Organization for Standardization (ISO). (2014). Asset Management: BS ISO 55000:2014, BS ISO 55001:2014, and BS ISO 55002:2018. In I. S. Organization, *ISO 55000: Asset management - Overview, principles and terminology* (p. 1). Geneva: BSI Standards Publication.

Financial Considerations:

Sources of anticipated funding are:

UBCM Asset Management Planning Grant	\$15,000
FCM Municipal Asset Management Planning Grant	\$50,000
RDCO Contribution - WWTP Operating Budget 2021	<u>\$15,000</u>
Total Anticipated Project Budget	\$80,000

- The FCM Municipal Asset Management Program provides funding for up to 80% of total eligible project costs, to a maximum of \$50,000.
- The UBCM Asset Management Planning Program provides funding for up to 50% of total eligible project costs, to a maximum of \$15,000.

Should the applications not be successful, the project will be reassessed for other funding opportunities.

Alternative Recommendation:

THAT the Regional Board accepts the staff report regarding grant opportunities from the Union of BC Municipalities' and the Federation of Canadian Municipalities' for information.

Considerations not applicable to this report:

- Policy
- Legal/Statutory Authority
- General