

Item 12.1

**INFORMATIONAL CORRESPONDENCE – July 27, 2020**

- |     |  |   |
|-----|--|---|
| 1.  | V. Gunn – email dated July 14, 2020 – Formal Request for Speed Bumps – 60 <sup>th</sup> Street NE – Hazardous Traffic  | A |
| 2.  | B. Lockie – letter dated July 14, 2020 – Property Taxes  | A |
| 3.  | P. Millar – email dated July 16, 2020 – Al Boucher Memorial Field  | A |
| 4.  | S. MacMillan – email dated July 21, 2020 – Wearing Masks   | A |
| 5.  | R. Parenteau, Manager, Shuswap Community Foundation – letter dated July 13, 2020 – Grants in Aid and McGuire Lake Memorial Walkway   | A |
| 6.  | A. Morris, Co-Chair, Salmon Arm Ecumenical KAIROS Committee – email dated July 16, 2020 – Issue of whether Should Salmon Arm join the ICAN Cities Appeal                     | A |
| 7.  | Interior Health Authority – letter dated July 21, 2020 – Preparation for Extreme Heat and Wildfire Smoke   | N |
| 8.  | D. Black, President, MoveUP – email dated July 22, 2020 – Meeting request from the Movement of United Professionals (MoveUP)   | A |
| 9.  | G. Kylo, MLA, Shuswap – letter dated July 10, 2020 – Highway West Project  | A |
| 10. | N. Marotz, Chair, Board of Examiners – letter dated June 29, 2020 – Certificate in Local Government Statutory Administration to Erin Jackson, Director of Corporate Services | N |
| 11. | B. Pires – email dated July 21, 2020 – Colonial name of our province   | A |

N = No Action Required  
A = Action Requested

S = Staff has Responded  
R = Response Required

---

**From:** Venee Gunn  
**Sent:** Tuesday, July 14, 2020 1:18:19 PM  
**To:** Alan Harrison  
**Cc:** Erin Jackson  
**Subject:** Formal Request for Speed Bumps- 60th St. NW- Hazardous Traffic

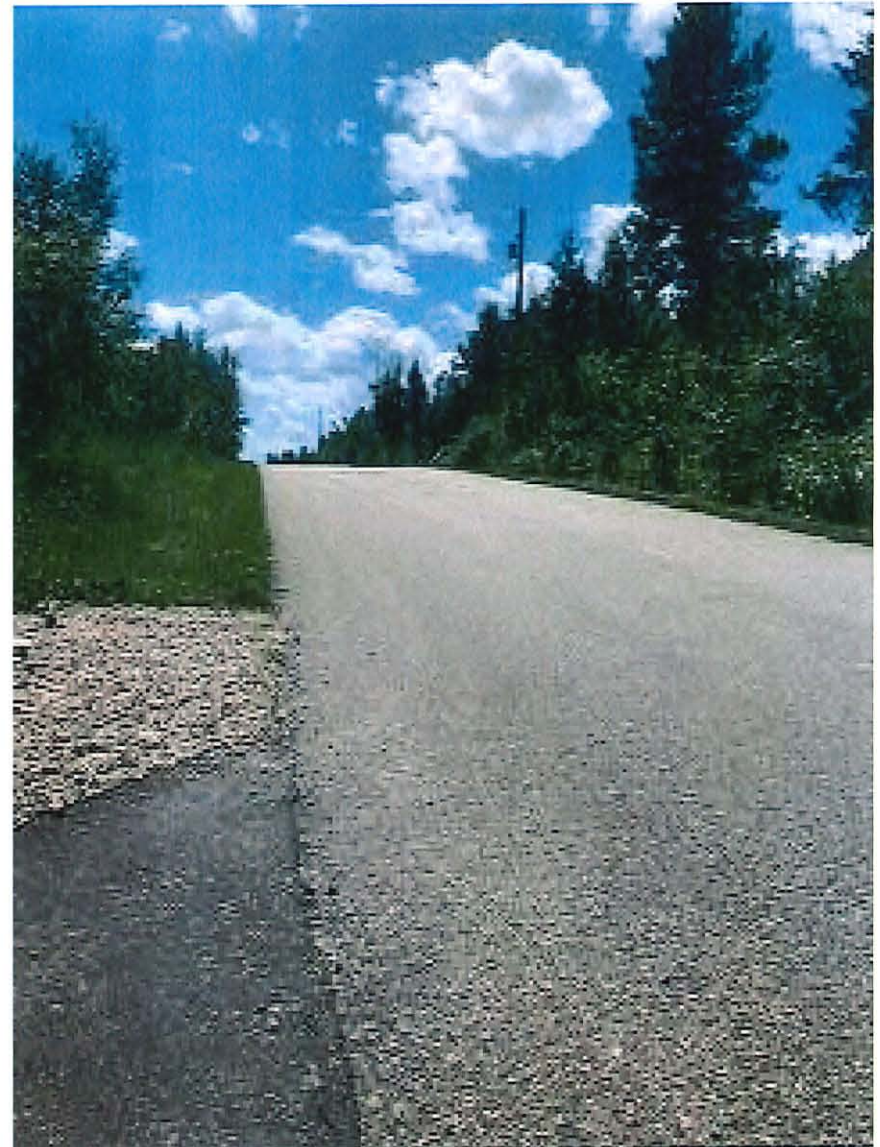
To Mayor Harrison and Salmon Arm City Council,

My name is Venee Gunn and I am a long time resident of Gleneden and specifically the two residences at 3900 and 4050 - 60th St. NW. respectively. I would like to bring to the attention of the council, that we reside on a double blind hill and it has become a very hazardous thoroughfare over the years. This area of Gleneden has grown to capacity in the last few years with many new homes being built and our access roads becoming much more traveled. Added to this is the newly developed Gayle trail system and Syphon Creek Waterfall trail making 60 St. NW a very popular hiking destination. We have seen a substantial increase of non resident vehicle traffic on our road and foot traffic on the trails over this Covid 19 Pandemic and it does not seem to be slowing. One of the trails enters and exits right on the blind hill. There have been many close calls, screeches and altercations between hikers and drivers because of traffic moving way over the speed limit and no vision. Our 3 1/2 acre lot borders 60th St. NW and our driveway exits right at the base of the blind hill creating a very hazardous situation when driving, biking or walking. I personally have had to jump into the ditch several times to avoid drivers. At times I have been pushing my grandchildren in their strollers. My 7 grandchildren are often visiting and I am constantly fearful for their lives, should they leave the driveway to ride bikes or go hiking. Two dogs have been hit and killed right in front of our house and I am terrified for our own safety.

For the above reasons, I am formally requesting speed bumps as a measure to slow down traffic at this end of 60th St. NW. In the interim, I have tried placing traffic cones as an alert for drivers coming over the hill and up the hill and placed cones across my driveway only to have all of them stolen twice in the last 3 months. This situation needs immediate attention and I respectfully ask you to consider my request before anything more serious transpires. I have attached pictures of the double blind hill from my driveway. I have marked the trail crossing on the second picture.

Thank you for your time and I look forward to hearing from you in the near future,

Venee Gunn  
4050-60th St. NW  
Salmon Arm



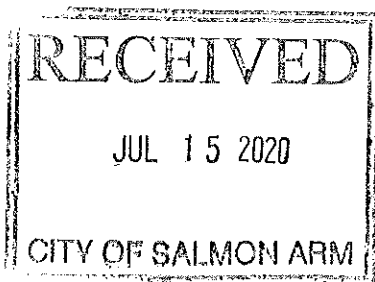
Mayor Alan Harrison and City Council  
City of Salmon Arm,  
Salmon Arm, BC  
July 14, 2020

Dear Mayor Harrison and Council members:

Please find attached an email which I sent to the BC government and their response to that letter. I would appreciate it if you would read it and consider the point that I am making about the increase in property tax, especially for seniors. I would also appreciate hearing your thoughts on this matter.

Yours truly,

  
Bill Lockie



Hon. John Horgan, Premier of BC  
c/c Greg Kylo, MLA Shuswap

LETTER  
TO THE  
BC GOVERNMENT

Dear Mr Horgan and Mr Kylo:

I have just finished looking at my property tax bill and I have made the following observations:

The amount that I paid in 2017 was \$ 818.50 and the amount that I paid in 2020 was \$1,125.99. This is an increase of over 37 % over that time span.

In 2017 my Canada Pension was \$ 654.88 per month. In 2020 it is \$ 694.08. This is an increase of 6 % which is in line with inflation.

I can see part of the reason why the property taxes have gone up is due to the fact that the home owner grant plus the residual grant has totalled \$ 1,045.00 for every year since 2016 to 2020. Mine is \$1,045 because I am 78 years old. So no adjustment has been made for inflation with the home owner grant..

Something is not right here because, like most seniors I am on a fixed income which goes up in line with inflation in Canada. Right now, I've noticed that I'm paying more than inflation for car insurance, condo insurance and property taxes. In fact, all of the \$ 300 (plus an additional \$ 200) which I am getting as a boost in old age security has been used up on those three things. Nothing is left for prescription drugs and the increase in grocery costs, which is what it was intended for.

I propose that there be an adjustment made to property taxes that is tied into a person's income. Otherwise this is going to get out of control. Please let me know what you think.

Yours truly,  
Bill Lockie

Salmon Arm, BC

**From:** OfficeofthePremier, Office PREM:EX  
**Sent:** July 13, 2020 11:42 AM  
**To:**  
**Cc:** Minister, FIN FIN:EX  
**Subject:** RE: Property Taxes

REPLY  
FROM THE  
GOVERNMENT

Dear Mr. Lockie:

Thank you for your letter regarding property taxes and the home owner grant. We appreciate your taking the time to share your feedback and recommendations with us.

On your behalf, we have provided a copy of your message to the Honourable Carole James, Minister of Finance, for her review and consideration. Please be assured that your comments and suggestions will be included in any of our government's related discussions going forward.

As you may know, the amount of property tax a homeowner pays each year is determined by both their property assessment and the tax rate. With the exception of rural properties, tax rates in British Columbia are set each year by the municipality that the property falls within, and are based on the funds a local government needs to provide programs and services for the year. We therefore encourage you to also share your feedback about property taxes in Salmon Arm with Mayor Alan Harrison and the Salmon Arm City Council. You can contact the Mayor and Council using the submission form at the following link:

<https://www.salmonarm.ca/FormCenter/Council-8/Mayor-and-Council-41>

Thank you, again, for writing. We do appreciate hearing from you.

cc: Honourable Carole James

---

**From:** \_\_\_\_\_  
**Sent:** June 15, 2020 10:57 AM  
**To:** OfficeofthePremier, Office PREM:EX <Premier@gov.bc.ca>  
**Subject:** FW: Property Taxes

Sent from Mail for Windows 10

---

**From:** \_\_\_\_\_  
**Sent:** June 15, 2020 10:53 AM  
**To:** Premier@gov.bc.ca  
**Subject:** FW: Property Taxes

Sent from Mail for Windows 10



**From:** Rob Niewenhuizen  
**Sent:** July-20-20 4:01 PM  
**To:** Erin Jackson; Caylee Simmons  
**Cc:** Carl Bannister  
**Subject:** FW: AL BOUCHER MEMORIAL FIELD

Hi Erin

Can we get this placed on the next Council Correspondence

The operations Staff's have one concern with this request and that is that we (City) do not want to be responsible for the maintenance of these table. As they are not constructed the City's typical standards, if the tables become unsafe for use due to vandalized or fall into disrepair we will arrange to have them removed rather than repairing them.

This would also have to be subject to the association working with City staff on the placement of the benches.

Thank you

**Robert Niewenhuizen**  
**Director of Engineering & Public Works**  
Box 40, 500-2nd Avenue NE, Salmon Arm, BC, V1E 4N2  
P 250.803.4017 | F 250.803.4041  
E [rniewenhuizen@salmonarm.ca](mailto:rniewenhuizen@salmonarm.ca) W [www.salmonarm.ca](http://www.salmonarm.ca)



---

**From:** Patti Millar  
**Sent:** Thursday, July 16, 2020 4:53:16 PM  
**To:** Darin Gerow  
**Subject:** AL BOUCHER MEMORIAL FIELD

Darren: Great talking to you. It's a long story story and being seniors, we are always looking for projects to keep us busy. Below is the letter to City Council as you suggested.

We have been working at the ball field for the past 3 years picking up cans/bottles. All the donations and money collected, we have been saving for improvements to the field/playground area. After speaking to Chris Bartsch, President of the Salmon Arm Slo-Pitch League, we would like to go ahead with this project. We donated a table 3 years ago and it has been well received by many who frequent the field. Today, we purchased one table and would like to purchase 3 more tables and donate them to the Canoe playground/ball fields.

DESCRIPTION: Well built, spruce 7 foot tables with stained wood finish

We look forward to hearing from you. Thank you for your consideration.

Jim & Patti





**Sent:** Tuesday, July 21, 2020 9:04 AM

**To:** Alan Harrison Chad Eliason Debbie Cannon Kevin Flynn Louise Wallace-Richmond; Sylvia Lindgren  
Tim Lavery Carl Bannister Erin Jackson

**Subject:** Online Form Submittal: Mayor and Council

## Mayor and Council

First Name Susan

Last Name MacMillan

Address: 201 16th St. NE

Return email address:

Subject:

Body

It is very noticeable that the number of people in Salmon Arm wearing masks has greatly decreased since March. As someone with asthma and COPD, this is very disheartening. In a recent visit to two local grocery stores, I saw no one else wearing a mask, despite the fact that it is impossible to maintain a two metre distance in those environments. My mask mainly protects others from me, rather than me from them. It seems that people are becoming more and more lax in general and that is being reflected in the increase in numbers of people testing positive in our province in the last week.

Yesterday, the CSRD directors issued a statement in support of mask-wearing - <https://www.csr.bc.ca/news-notices/news/2020-07-20/directors-support-mask-wearing-recommendation>. I urge you, Mayor and Council of the City of Salmon Arm to consider a similar statement and consider ways to encourage or even urge people to wear masks when indoors in public places.

Thank You.

Would you like a response: Yes



# NEWS RELEASE

July 20, 2020

## CSRD DIRECTORS SUPPORT MASK-WEARING RECOMMENDATION

Columbia Shuswap Regional District (CSRD) Directors are pleased with BC's success in flattening the COVID-19 curve, allowing for phased reopening plans to take place.

But the Board also stresses that now is not the time to let up on the layers of protection from the virus that have been instituted by the Province's Medical Health Officer, Dr. Bonnie Henry.

This includes support for residents and visitors to be wearing masks in situations where maintaining a two-metre distance from others is difficult or not possible.

Dr. Henry has noted that masks add an extra layer of protection against transmission of the virus by acting as a barrier to help stop droplets from spreading.

At the July 16, 2020 Regular Board meeting, Directors discussed concerns that citizens are becoming too lax with public health recommendations designed to keep transmission rates of the COVID-19 virus low.

While mask wearing is not required in BC at this time, Directors pointed out that there is a strong recommendation from Dr. Henry to do so, especially indoors or on public transportation.

In addition to wearing a mask, CSRD Directors continue to reinforce all other BC public health directives which include:

- Frequent hand washing or hand sanitizing with an alcohol-based hand rub;
- Maintain a two-metre distance from others;
- Don't touch your eyes, nose or mouth;
- Cover your nose and mouth with your bent elbow or a tissue when you cough or sneeze;
- Stay home if you feel unwell;
- Clean and disinfect surfaces regularly;
- Contact 811 in BC if you are experiencing any symptoms of COVID-19 including fever, cough or a loss of smell or taste. More information and a self-assessment tool is also available online at: [bc.thrive.health](https://bc.thrive.health).

\*\*\*

**For further information please contact Tracy Hughes, CSRD Communications Coordinator at 250.833.5963, toll free at 1.888.248.2773 or email [Thughes@csrd.bc.ca](mailto:Thughes@csrd.bc.ca).**





**SHUSWAP  
COMMUNITY  
FOUNDATION**

102-160 Harbourfront Drive NE  
Salmon Arm BC, V1E 4N7  
Ph: 250- 832-5428  
Email: [info@shuswapfoundation.ca](mailto:info@shuswapfoundation.ca)

July 13, 2020

Dear Salmon Arm Council,

Firstly, we hope this finds everyone well and healthy. We are providing you with some updates at our year-end that are of interest and impact the City of Salmon Arm.

Due to COVID there was numerous discussions at our Board meetings regarding various ways we can contribute to the support and well being of our community as a whole. One of the ways that was identified at our June meeting, was to waive the administration fees charged to the City for the Grants in Aid for the 2021 process. We hope that this small gesture will help support the community as we continue to navigate the effects of the pandemic.

We have also reached out to applicants from the 2020 Grant in Aid cycle regarding the status of their projects in light of the current crisis – we are happy to report that only 3 have indicated they have cancelled their events for this year. They were Shuswap District Arts Council – Wednesday on the Wharf; Shuswap Children's Festival; and recently, Women Who Wine – fall event. We had requested that any agency/organization please advise us if this would be happening so we could assist with the return of funds to the City of Salmon Arm trust account for use for next year. We have received funds back from Children's Festival (\$4000) and from Women Who Wine (\$1100) and will note their files that they did not receive funds this year for consideration for next year. We have not yet received funds from Shuswap District Arts Council.

Lastly, the McGuire Lake Memorial Walkway continues to be a success and sees purchases monthly. We started with 120 possible marker locations and have just sold the 82<sup>nd</sup> brick. With 38 bricks remaining – and a donor recognition program that will utilize up to 14 more - as well as 6 – 8 bricks purchased yearly, we hope to initiate a discussion with the City about a possible expansion of this very successful project. We also developed a marker map that can better assist us and the City crew for installation when specific spots are requested by recipients.

We look forward to continuing to serve the Shuswap area in partnership with the City of Salmon Arm and welcome any questions or comments.

Sincerely,

Roger Parenteau, Manager

# June 2020 Memorial Walkway



● **Brick has been dedicated**

● **Brick is available**



**From:** Anne Morris <[willae@alumni.uleth.ca](mailto:willae@alumni.uleth.ca)>

**Subject:** Issue of whether Should Salmon Arm join the ICAN Cities Appeal

**Date:** July 16, 2020 at 9:05:03 AM PDT

Your Worship and Members of Salmon Arm City Council,

I have spoken with Councillor Tim Lavery about the issue of whether Salmon Arm should join the ICAN\* Cities Appeal. In principle, he is not opposed to our doing so.

I clarified with Councillor Lavery that **the Cities Appeal is *NOT* a proclamation. It is a Statement that we are deeply concerned about the grave threat posed by nuclear weapons, that we warmly welcome the adoption of the Treaty on the Prohibition of Nuclear Weapons (TPNW), and we call on our government to sign it**

**The TPNW is a critically important first step on the road to eliminating nuclear weapons in that it declares nuclear weapons illegal.** The Treaty was adopted by 122 nations at the United Nations in 2017. It has widespread support around the world. **40 nations have now ratified it.**

Canada is under huge pressure from NATO not to sign the TPNW. NATO wants to hang on to nuclear weapons and continue developing and deploying them.

**Thus, civil society needs to press harder. The Cities Appeal is a channel for doing that, because it joins our voice with cities and towns around the world who are calling on their governments to sign the TPNW.**

**The Cities Appeal introduces hope into a dire world situation. Amidst warnings from experts around the world that the risk of nuclear war is greater now than at the height of the Cold War, people need hope.**

City Council has a basis for joining the Appeal in the **motion it adopted in 2018 to "urge the Canadian Government to sign the Treaty on the Prohibition of Nuclear Weapons."**

Joining the Appeal would be consistent with Salmon Arm's motto: 'Small City; Big Ideas.'

In hope for a nuclear weapons-free world,

Anne Morris  
Co-Chair,  
Salmon Arm Ecumenical KAIROS Committee

\*ICAN - International Campaign to Abolish Nuclear Weapons - a coalition of non-governmental organizations promoting adherence to and implementation of the Treaty on the Prohibition of Nuclear Weapons.



July 21, 2020

Dear Community Leaders and Staff Members,

**RE: Preparation for Extreme Heat and Wildfire Smoke**

---

The probabilistic temperature forecast from Environment Canada indicates the southern interior of B.C. will face above normal temperatures this summer<sup>1</sup>. Interior Health has compiled some information that can help communities prevent and reduce the negative health impacts of extreme heat while also complying with public health recommendations to prevent the spread of COVID-19 in your community.

### Heat and Health

Climate change has led to overall temperature increases and consequently, several communities in the B.C. Interior are at risk for extreme heat events<sup>2</sup>. Extreme heat events can have serious negative effects on health. Community and individual action can reduce the health impacts of heat. The information below may help identify some opportunities to integrate heat and wildfire-related precautions into your organizational activities.

Environment and Climate Change Canada defines an **extreme heat event** for the Interior of B.C. as two or more consecutive days with temperatures greater than or equal to 35°C, with minimum overnight temperatures greater than or equal to 18°C. Additional factors, such as high humidity, lack of wind and exposure to direct sunlight can compound stress on the body. Further, the number of days heat lasts can exacerbate harm caused by extreme heat; the strain on the body increases as heat days extend. Also, some individuals and groups are more susceptible than others.

### Those at Higher Risk to Health Impacts of Heat

- Older adults
- People with chronic poor health, heart problems or breathing difficulties
- People on certain medications
- People who live alone or are socially isolated, homeless or unsheltered
- Infants and children
- People who are physically active outdoors or work outdoors
- People wearing personal protective equipment (PPE) in places not temperature controlled

It is important to know that everyone can be affected by extreme heat and can suffer from **heat illness** or the more serious state of **heat stroke**. Planning for the heat season and taking action when the weather gets hot is the best way to stay healthy.

### Prepare for the Heat Season

Supporting community members to utilize cooler outdoor spaces can be helpful. Outdoor spaces that have protection from the sun can also enable physical distancing. Your organization can promote cooler outdoor areas in the community such as large parks near to water with shade trees. Signage on physical distancing should be displayed to remind people of precautions to reduce spread of COVID-19.

---

<sup>1</sup> [https://weather.gc.ca/saisons/image\\_e.html?img=s234pfe1t\\_m1\\_cal&bc=prob](https://weather.gc.ca/saisons/image_e.html?img=s234pfe1t_m1_cal&bc=prob) (accessed June 22, 2020)

<sup>2</sup> IPCC, 2014: Climate Change 2014: Impacts, Adaptation, and Vulnerability. Part A: Global and Sectoral Aspects. Contribution of Working Group II to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA, pp 1132.

Individuals can also take action in their own homes to stay cool in the heat. Air conditioning, if available, can be used to keep indoor space cool. Also, keeping blinds closed during the day, spending time in the coolest areas of the home and using fans can help prevent overheating. Staying hydrated by drinking enough water is also important. Neighbours, friends and relatives should check on people who are the most vulnerable with phone, video or in-person visits using physical distancing precautions and PPE where appropriate. Special attention should be given to those who are unable to leave their home due to illness or disability.

## Heat Information Resources

The Global Heat Health Information Network has developed an excellent planning [checklist](#) for heat preparation during the COVID-19 pandemic. The links below contain additional information to help individuals and communities manage health impacts of extreme heat.

Heat & Health – COVID-19	Heat & Health - General	Heat Alert & Response Planning
BC Centre for Disease Control: <a href="#">Warm weather safety in a time of COVID-19</a>	<a href="#">HealthLink BC's Beat the Heat Webpage</a>	Heat Alert & Response Planning for Interior BC Communities: <a href="#">A Toolkit</a>
Global Heat Health Information Network: <a href="#">Heat and COVID-19 Information Series</a>	Health Canada Fact sheets: <a href="#">Staying healthy in the heat</a>	BC Centre for Disease Control: <a href="#">Developing a Municipal Heat Response Plan: A Guide for Medium Sized Municipalities</a>

## Wildfires, Smoke Pollution and Health

Wildfires can occur during heat season due to lack of rain and hot temperatures that dry up vegetation. This can lead to smoke pollution and present further challenges for people with respiratory infections. Exposure to air pollution can irritate the lungs, cause inflammation, and alter immune function, making it more difficult to fight respiratory infections such as COVID-19<sup>1</sup>. Wildfire smoke can also lead to worsening of heart and lung disease.

## Wildfire Smoke Is a Higher Risk for Some Individuals

The length of exposure to wildfire smoke, as well as a person's age and underlying health conditions, determine the health impact. Children, older adults and those with respiratory conditions or other chronic illness are at higher risk from the effects of wildfire smoke. Reducing exposure to wildfire smoke is the best way to protect health.

## Prepare for Wildfire Smoke

Individuals may be able to take action in their homes to reduce smoke exposure. Portable air cleaners can be used and work the best when run continuously with doors and windows closed. Doors and windows should be kept closed **when possible**. Air conditioners set to re-circulate minimize the amount of smoke that enters the home. People should limit time outside when skies are smoky.

A **clean air shelter** is a room, area, or building that has an air filtration system that reduces the amount of pollution from wildfire smoke. Community clean air shelters that are normally available to the public may be less accessible with the physical distancing guidelines related to the COVID-19 pandemic. Public facilities with clean air such as libraries, community centres and shopping malls may be closed, operating with reduced hours or limiting the number of people who can enter.

<sup>1</sup> <http://www.bccdc.ca/health-info/diseases-conditions/covid-19/prevention-risks/wildfires> (accessed June 22, 2020)



Community members who are experiencing homelessness or who do not have a home to spend the day in may require additional support when there is wildfire smoke. Planning for clean air shelters that allow for appropriate physical distancing may be needed for this vulnerable population.

Wildfire smoke is an important consideration when planning the small outdoor community events that are permissible during the COVID-19 pandemic. When possible, identification of an alternate indoor 'clean air space' location is ideal. If an indoor clean air space is identified, precautions to reduce spread of COVID-19 will be necessary (i.e. limiting the number of people to permit physical distancing). When wildfire smoke is present, the risk to attendees at outdoor events can be reduced by shortening the length of the event (i.e. reduced game time, shorten lesson/presentation/concert). Event organizers and coaches should be aware that people react differently to smoke and should pay special attention to younger, older and/or participants with respiratory or chronic illness.

### Smoke Information Resources

The links below describe some actions that your organization and community members can take to stay healthy during wildfire smoke events.

Wildfire & Health – COVID-19	Wildfire & Health - General
BC Centre for Disease Control: <a href="#">Wildfire smoke safety in a time of COVID-19</a>	HealthLink BC prepare before during and after a wildfire: <a href="#">Wildfires and Your Health</a>
BC Centre for Disease Control: <a href="#">Fact Sheet: Wildfire Smoke &amp; COVID-19</a>	BC Centre for Disease Control fact sheet series: <a href="#">Wildfire Smoke Response Planning</a>  Interior Health <a href="#">Emergency Information Wildfires Page</a>

It is important to anticipate natural events and consider the role your organization can play to support community members to stay healthy. It is also important to emphasize that heat-related illness can be a greater immediate threat to health than poor air quality. We urge you to consider the information enclosed in your organizational planning and post information for the public to help increase awareness of potential health risks and how to mitigate.

Sincerely,



Dr. Sue Pollock  
Interim Chief Medical Health Officer



Dr. Carol Fenton  
Medical Health Officer



Dr. Kamran Golmohammadi  
Medical Health Officer



Dr. Karin Goodison  
Medical Health Officer



Dr. Silvina Mema  
Medical Health Officer

**From:** Michelle Mihaichuk <[MMihaichuk@moveuptogether.ca](mailto:MMihaichuk@moveuptogether.ca)>  
**Sent:** July 22, 2020 10:55 AM  
**To:** Alan Harrison <[aharrison@salmonarm.ca](mailto:aharrison@salmonarm.ca)>  
**Cc:** [Jennifer.anthony@fhhighroad.com](mailto:Jennifer.anthony@fhhighroad.com) <[Jennifer.anthony@fhhighroad.com](mailto:Jennifer.anthony@fhhighroad.com)>  
**Subject:** Meeting request from the Movement of United Professionals (MoveUP)

*Below is a note from our President David Black, seeking your support for an important campaign for affordable public car insurance.*

Dear Mayor Harrison,

As you may know, our union, MoveUP, has been running the Driving Public campaign for the last year and a half to improve support for fixing public car insurance and protect it from privatization by multinational insurance companies who want to sell of ICBC and make all of us pay more.

MoveUP represents more than 12,000 employees, including 5,000 who work throughout the province at the Insurance Corporation of British Columbia (ICBC). We are a diverse and socially responsible union with a long and proud tradition of representing workers dating back to the 1930s. We began as the union for BC Electric, the predecessor of BC Hydro. We now represent members in many of the industries and professions fundamental to our economy including at BC Hydro, FortisBC, ICBC, Capilano University, BCAA, transit providers, credit unions and car rental companies.

As a labour activist, I've worked for much of my life fighting for good and affordable public services, and fair and equitable treatment for workers. As an elected official, I know that you are doing the same. That's why we're asking for support from municipal Councillors around B.C. to demonstrate just how much people in the province really do value public car insurance, which keeps good jobs and insurance premiums in the province, invests in municipal safety initiatives, and with a new insurance model coming online next year, we'll save an average of \$400 each.

We've drafted a statement (included here) and we're hoping that you, and many of your colleagues, will endorse it. Ultimately, we intend to publish the list of supporters on our website and provide it to MLAs and candidates in the upcoming provincial election.

We've also included some more information about specific problems of privatization, including how it would affect municipal budgets. If you're ready to support us right now, you can simply reply to this email but if you have questions or want to talk it through, I'm happy to set up a time to do that at your convenience.

I thank you for all the work you are doing to support your community, especially through this very difficult period. I look forward to working with you to fix public car insurance.

Sincerely,

A handwritten signature in blue ink that reads "David Black". The signature is written in a cursive style with a large, stylized "D" and "B".

David Black  
President  
MoveUP





## ICBC INVESTS IN YOUR COMMUNITIES AND ROAD SAFETY

ICBC invests significantly in municipalities across British Columbia, particularly in the areas of road safety and road improvement as well as providing community grants and revenue from automated ticket enforcement.

These investments are vital for municipalities, which allows them to fund vital programs and services without increasing taxes on people and small businesses.

In 2018/19, ICBC provided \$8.1 million in contributions to 351 municipal and Ministry projects through its Road Improvement Program. This investment helps keep insurance rates down: With every \$1 invested, there are \$4.70 in crash savings.

This is an investment that private insurance companies do not make.

ICBC also provides community grants and revenue from automated ticket enforcement to municipalities across British Columbia.



## WHAT BRITISH COLUMBIANS THINK OF THE ENHANCED CARE MODEL

A March 2020 poll conducted by Research Co. showed:

**Seven-in-ten British Columbians support the introduction of the Enhanced Care model.**

**70%**

**Only 16% prefer the existing tort model.**

**16%**





## A PUBLIC DELIVERY SYSTEM IS VITAL FOR SUCCESS

Across Canada, care models have proven to be a success when delivered by public systems such as Manitoba and Saskatchewan. At the same price point, Saskatchewan's current model demonstrates the significantly greater benefits available in a care model versus a tort model.

	Saskatchewan Care-Based Model	Saskatchewan Tort Model
<b>Medical and Rehabilitation coverage</b>	Up to \$7,194,892	Up to \$28,159 (\$211,189 for catastrophic injuries)
<b>Permanent Impairment payment</b>	Maximum of \$251,182	Maximum of \$183,031
<b>Income Benefit</b>	90% of net income up to maximum gross salary of \$98,643 annually to age 65	Up to \$23,556 per year for maximum of two years (unless totally disabled)

As of March 2020



When left to private insurers to deliver, however, the results have not been as effective. In Ontario, where private insurers have campaigned to get benefits cut, your available coverage for medical care under basic insurance is only \$65,000 (\$1M for catastrophic injuries).

# DrivingPublic.ca



**PUBLIC CAR INSURANCE**  
MEANS SECURITY AND  
PROTECTION.

## PUBLIC CAR INSURANCE PROVES MORE AFFORDABLE ACROSS CANADA

The facts show that public car insurance is a better deal for Canadians and provides substantially better coverage. With the Enhanced Care model coming into effect May 2021, rates in British Columbia will come down while coverage will improve.

A study published by Ernst & Young in February 2020 showed rates from the public car insurers in Manitoba and Saskatchewan, across a variety of unique driver profiles, offered the lowest rates in Canada. It also showed B.C. present rates as being in the mid-range across Canada, while the projected rates for B.C. will come down an average of \$400 per driver.

Source: Canadian Automobile Insurance Rate Comparisons (February 2020)



# STATEMENT OF SUPPORT

**I support public car insurance in British Columbia because...**

Car insurance isn't just about the car. It's about people's safety and the care that people need when something goes wrong.

Public car insurance creates local jobs and significant investments in municipalities through road safety and improvement, and community grants while providing greater control to municipalities to plan for risks and costs.

B.C.'s new Enhanced Care Model will reduce rates for drivers and provide support to people who have been in accidents without forcing them to go through lengthy and expensive court fights.

Jurisdictions with private insurance options have experienced significant rate hikes year after year while accident benefits dramatically decline. In some provinces, that means lots of people aren't insured at all, putting everyone at risk.

I support public car insurance to reduce rates and improve accident coverage, keeping jobs and local investments in British Columbia.

**Signed,**

To sign, please email us back indicating your support.

---

**DRIVING  
PUBLIC**   
let's fix public car insurance

# DRIVING PUBLIC



let's fix public car insurance



# ABOUT MOVEUP



12,000+ union members  
primarily in B.C.

Our members work at:  
ICBC, BC Hydro, FortisBC,  
BCAA, BC Transit, TransLink,  
credit unions, car rentals, etc.

Since 1913



# FIX PUBLIC CAR INSURANCE

Local jobs and community investment,  
with premium dollars staying in B.C.

Improved road safety through  
investment and universal coverage

Community grants that provide  
municipal control to plan for risks and  
costs

New Enhanced Care Model will reduce  
rates an average of \$400 per driver  
without lengthy court fights





# CONSUMER PRICE INDEX: AUTO INSURANCE

Province	May 2020	April 2020	May 2019
Alberta	250.7	245.8	226.7
Quebec	213.8	208.6	192.0
Ontario	200.5	198.4	189.2
Newfoundland and Labrador	180.1	179.8	180.6
<b>British Columbia</b>	<b>168.4</b>	<b>162.7</b>	<b>162.7</b>
Prince Edward Island	163.5	161.2	162.0
New Brunswick	160.7	157.1	149.5
<b>Saskatchewan</b>	<b>156.7</b>	<b>154.6</b>	<b>151.6</b>
Nova Scotia	152.0	148.9	141.9
<b>Manitoba</b>	<b>130.6</b>	<b>146.0</b>	<b>140.0</b>

Source: Statistics Canada. Table: 18-10-0004-01 (Passenger Vehicle Insurance Premiums). Accessed June 22, 2020.  
**bold type indicates public insurance systems.**



# EFFECTS OF PRIVATIZATION

Higher costs and less coverage for drivers, including extra risks for municipal fleets

Jobs and money leaving our province

Over \$8 million in road improvement and road safety initiatives would be gone

- For every \$1 invested in road safety, crash and accident costs are reduced by \$4.70



# HOW YOU CAN HELP

## STATEMENT

Support our resolution and help us advance it with your municipal colleagues.



## SOCIAL MEDIA

Publicly demonstrate support for fixing public car insurance on your social media channels.



## EDUCATE

Prepare and distribute materials that speak about the benefits of public car insurance specifically for those in your municipalities.

Our team is happy to help with you work on content.



## PRESENTATION

Need more information? Our Driving Public team is happy to speak virtually or in-person with your council.





# THANK YOU FOR YOUR TIME!

[communications@moveuptogether.ca](mailto:communications@moveuptogether.ca)





**Legislative Office:**

Parliament Buildings  
Victoria, B.C. V8V 1X4  
Phone: 250-953-0965  
Fax: 250-387-9100

**Constituency Office:**

PO Box 607  
202A - 371 Alexander Street NE  
Salmon Arm, B.C. V1E 4N7  
Phone: 250-833-7414  
Fax: 250-833-7422  
Toll Free: 1 877 771-7557  
email: Greg.Kyllo.MLA@leg.bc.ca



Province of  
British Columbia  
Legislative Assembly



Greg Kyllo, M.L.A.  
Shuswap

Friday July 10, 2020

Mayor Alan Harrison and Council  
City of Salmon Arm  
PO Box 40  
Salmon Arm BC, V1E 4N2  
[aharrison@salmonarm.ca](mailto:aharrison@salmonarm.ca)

Dear Mayor Harrison and Council,

I am sure you are all as shocked and disappointed as I am to learn of the cancellation of the third segment of the Salmon Arm West project coupled with further construction delays. As you are aware, the now-cancelled third segment is almost one-half of the total project length. The story of how the project ended up so far off track is one of wasted opportunity and neglect.

When the Salmon Arm West project was announced in September 2016 it was fully funded, consisted of three phases totaling 6.1 kilometers, and had a total cost of \$162.7 million (\$26.6 million/km). By the spring of 2017, engineering works had largely been completed for the first two segments of the project, consultations with First Nations, as well as property acquisitions, were completed or under way, and the tender for the preload was ready to be let.

After countless inquiries, much debate, and increasing pressure on Transportation Minister Claire Trevena, the preload tender was finally let in the fall of 2018. Since then the remainder of the project has been at a complete standstill. The Minister committed to releasing the tender for the bridge construction last year, which would have allowed construction to begin this season. However, the tender was held back for unknown reasons, and was only released last month. With the expectation that the tender will not be awarded until this fall, any substantive work for the first phase will be pushed out until 2021 and 2022. The construction completion date for Phase I as set out in the tender documentation is set for November 2022, six full years after the project was announced.

During the Estimates process last year (when Opposition MLAs like myself delve into detailed topics with a minister), Minister Trevena confirmed that Phases 2 and 3 would be under construction by 2021. The Minister offered not a single hint that the project was at risk, or subject to revision or cancellation. Yet, during this year's Estimates debates on June 26, the Minister stated that Phase 3 has been cancelled and pulled from the Construction Capital Plan. This 2.8 km portion of the project is almost half the entire length of the project. The Minister also stated in that debate that that Phase 2 will be held back from tendering until 2022. (*See attached Hansard Transcript*)

But the cancellation is only the first disappointment. The rising cost of the project is adding insult to injury for the people we represent, and the taxpayers of the province.

It was announced by the previous government in September 2016 as a fully funded, 6.1 km long, three phase project that would cost \$162.7 million or \$26.6 million per kilometer.

But now the revised project is only 3.3 km long, only two phases, yet the cost has ballooned to \$184.7 million. The cost per kilometer has more than doubled to \$55.9 million. The federal government also pulled more than \$17 million it was granting to the project because of the reduced scope.

It's costing British Columbia taxpayers \$40 million more for a project half the size. Columnist Les Leyne puts it as "scope shrink meets cost creep." (*See story links attached*)

Cost escalations are due to both construction delays and the ill-thought-out and discriminatory Community Benefit Agreement which restricts works to hand-picked unions and creates barriers for many small local contractors who would have otherwise been able to sharpen their pencils and work on these projects in a much more competitive way. Given the delays, changes, cancellations, and rising costs, who knows what the final cost or the final project will be.

The City of Salmon Arm has worked tremendously hard year after year to get this critical infrastructure built and see this narrow bottleneck on the TCH widened. The city knows it will improve the safety of the travelling public. I have supported these efforts and worked alongside the City since I was elected in 2013. The government of the day committed to seeing this project, in its entirety through to completion. To accept anything less would be a disservice to residents.

As your representative to Victoria, it is my responsibility to hold the provincial government to account on this issue. I would welcome your help in sending a clear message to the government of our collective concerns. I am concerned that if Salmon Arm remains silent, the government may assume it is free to make further changes to the project scope or timelines with impunity.

I would encourage Mayor and council write to Minister Trevena, [minister.transportation@gov.bc.ca](mailto:minister.transportation@gov.bc.ca) and the Premier [Premier@gov.bc.ca](mailto:Premier@gov.bc.ca) and express your outrage on the erosion of this project. Please copy me with any further correspondence to the Minister and the Premier.

I appreciate all the hard work the City of Salmon Arm has done to date on this project and I will continue to vigorously support you in any way I can.

Warm Regards,



Greg Kylo, MLA  
Shuswap

GK/hc

Attachments:

Transcripts of Legislature Debates (timelines highlighted in bold)

- June 26, 2020
- Spring Session 2019

Links to reference media coverage



Legislature debate - Friday, June 26, 2020, Afternoon

**Hon. C. Trevena:** As far as the Salmon Arm tender is concerned, I too am very pleased it's going out. We want to move ahead with the four-laning of the Trans-Canada. As mentioned before, this is something that has been going since the 1990s. We've all been trying to get on with four-laning the Trans-Canada. As the member said, it was first announced back in about 2015 or 2016. Similarly — I'm not sure if he was listening to the discussion with his colleague from Kamloops—South Thompson — when it was initially announced and initial figures were announced, these were preliminary figures.

Unfortunately, they didn't have the full engineering work, didn't have the awareness of the archeological impacts and didn't have the agreement with Indigenous communities. So we have now scaled this back down to two segments. It's two segments now. The first segment, which is First Avenue to 10th Avenue, is \$144.9 million. The second segment is \$39.84 million.

[3:45 p.m.]

**G. Kylo:** This is a bit surprising in that the project, when it was initially announced, was a full three phases. The minister has now just indicated that it is down to two phases.

I understand, in reading a column by Vaughn Palmer here a few weeks ago, that the federal government has also reduced their funding commitment from \$48.5 million. They've reduced that down to \$31.4 million. That's \$17.1 million of reduced funding they're contributing towards this project. Also, we now learn that the third phase has actually been removed from the construction schedule.

Can the minister indicate how that in any way, shape or form correlates with her ministry mandate, which is to advance and accelerate the four-laning of the Trans-Canada Highway? We have the current Salmon Arm west project, which is significantly behind the original construction schedule, and now a significant portion of that project has been actually pulled or eliminated from the capital plan.

**Hon. C. Trevena:** To clarify for the member, the reason that we no longer have the federal funding that he mentioned is because we don't actually have an agreement with the Neskonlith for that first section. That funding is linked to having agreement.

[3:50 p.m.]

As I mentioned to his colleague the member for Kamloops South, we absolutely have to make sure that we have agreement. We're working well with the Neskonlith on this, and we have very regular conversations with them on it, but we still don't have an accommodation agreement. That amount of federal dollars was linked to that segment. I think this is one issue that we have to be very cognizant of, working throughout this: that we do have agreement with First Nations.

The member is aware that the tender for the preload went out last year or the year before, and we do have a preload there. Work will get underway very quickly, once this contract is awarded. It's going out now to bid. The contract is out now.



I think the other aspect for the member is that again, like all our Highway 1 projects, it's going to be a community benefits agreement project. It will be focusing on ensuring that we're doing the work, that we are building the infrastructure, but our focus is on people.

We're absolutely making sure that we get the best infrastructure possible, but we're training people in B.C., and we're hiring locally. I think the member would be very supportive of this at this time when we're hoping that we're coming out of COVID and we're trying to rebuild and restart our economy to get as much local employment and as much training as possible and to make sure that we have a strong workforce so that we're ready to deal with the future.

**G. Kylo:** I must say that I'm a bit surprised by the minister's answer, indicating that they do not yet have an accommodation agreement in place with the Neskonlith First Nation for phase 1. Now, the minister had indicated that they want to make sure that they have all the accommodations in place before any work is tendered, in order to have a full, comprehensive idea of the overall cost.

Yet she's indicating that the construction tender for what I understand to be phase 1 of the project — which is the replacement of the Salmon River Bridge, and it just went out here about three weeks ago.... Can the member just confirm and clarify that she does not have an accommodation agreement in place with the Neskonlith First Nation for the construction tender that was just released here last month?

**Hon. C. Trevena:** Absolutely, we have an accommodation agreement for the tendered project. We wouldn't move ahead without it. It was the piece that we are not moving ahead with at the moment when we have gone down.... There were three segments; we have two segments. The section that is not moving ahead is because we don't have an accommodation agreement.

If I might take the liberty to read into the record, Madam Chair, a comment from Kúkpi7 Judy Wilson of the Neskonlith. I think it reflects our commitment to working with the Neskonlith. She says:

"The province has been working with us on the process for it, but Neskonlith — we want to make sure all the CP holders along the highway, and the band members overall, are well informed and have all the information and appropriate studies that are required to make informed decisions when the time comes."

She goes on to say:

"If you ask me what's the difference in this process today compared to even ten or 20 years ago, is that our bands are actually involved. By doing the heritage studies, we're involved in doing environmental studies. We've been doing all kinds of different studies along the highway to ensure that we make informed decisions. And also, in regard to our self-determination, where our communities will decide on what's the best path forward."

I think that this is significant — that we are working so closely with the Indigenous communities along this corridor. We cannot move ahead unless we are working in this way. I think this is the way that it will be going forward.

**G. Kylo:** Thank you, Minister. When I'm asking questions, I'm certainly not asking just on my own behalf. I'm asking questions on behalf of residents of Shuswap. It's interesting, Minister. Last year in estimates — when I asked the question specifically about the lack of action and the continuous delays on this particular project — you had indicated that when you shared this information, it was certainly not just with me. I'm assuming you were also speaking and sharing with the constituents of Shuswap.

[3:55 p.m.]

You confirmed by saying: "Yes. To repeat my previous answer, spring of 2021 for the second two phases." Now, this was in conversation about when the second two phases of the project would be undergoing. You're now indicating that one of those second two phases is off the construction schedule.

I fully appreciate that there needs to be accommodation agreements and good proper consultation with our First Nations communities prior to work going to tender, but the minister seems to somehow indicate that because the First Nations accommodation is yet to be done, that gives the right or the reason why the Transportation Ministry can pull the project entirely from the schedule.

I think that as much as we all respect the need for consultation, the need for proper engineering, it's also important that we have respect for taxpayers. These delays have cost significant additional dollars to the cost of the project.

When this project was initially announced, it was 6.1 kilometres of four-laning, and the announced project price in 2016 was \$162.7 million. Now, that equates to approximately \$26.6 million per kilometre. The project has now been scaled back to 3.3 kilometres. One segment has been cancelled, and the project price has gone up to \$184.7 million, which equates to \$55.9 million a kilometre.

Can the minister explain how this project has gone so wildly over budget, going from \$26.6 million a kilometre to a whopping \$55.9 million per kilometre and three years late?

[4:00 p.m.]

**Hon. C. Trevena:** I'm not going to split hairs about what I said last year to what is happening this year. Just going through the *Hansard* of last year, I was six months out. I said fall for it to be tendered. It was spring that it was tendered. It's out on the market now. Looking forward to seeing the bids come in.

I go back to the discussion I had with the member's colleague. The original announcement for this was in 2016. That was based on costings from 2015. Having seen what has come from some....

We wanted to do due diligence. We wanted to make sure that when we're doing a project, any sort of project, we get an accurate figure.

So that's why we have done due diligence, making sure that the figure we are looking at and the figure we are putting to a project actually reflect reality. I think that is very responsible. It's very responsible for the public of B.C. People want to make sure that they are getting good projects.

During the time, we have seen that the construction market really rose. When we were putting this project together, it was a very hot construction market. I think people are very well aware of that.

I've got to say that I'm very encouraged by what we're seeing in the market now. Even despite COVID — or, perhaps, because of COVID — we are seeing a very healthy market. Hopefully, we'll get very healthy bids for this project now that it's out on the market.

**Hon. C. Trevena:** I just wanted to follow up on a question from the member for Shuswap. He wanted to know some figures from '18-19 and '19-20.

To let him know, the figures he was looking for from '18-19 are in the ministry's annual report, which is available online, and '19-20 will be issued in July and will also be available online. Just to save him waiting for a letter from us.





June 29, 2020

Mayor Alan Harrison  
City of Salmon Arm  
Box 40, 500 2<sup>nd</sup> Avenue NE  
Salmon Arm, BC V1E 3C6

Dear Mayor Harrison:

I am pleased to advise you that Erin Jackson, Director of Corporate Services with the City of Salmon Arm, was awarded a Certificate in Local Government Statutory Administration at a recent meeting of the Provincial Board of Examiners.

Erin's certificate is enclosed for presentation to her. At your discretion, you may wish to present this certificate either informally or formally, along with your Council. The British Columbia Board of Examiners greatly appreciates your cooperation in making this presentation at your earliest convenience.

You may know that the British Columbia Board of Examiners is established under Section 204 of the *Local Government Act*. A major function of the Board is the granting of certificates in local government to local government officials who qualify under the Regulations of the Board.

Erin is to be commended on this achievement which recognizes both her academic qualifications and work experience in the local government field.

Yours truly,

Nicola Marotz, Chair  
Board of Examiners

Enclosure

✓ pc: Erin Jackson

**From:** test  
**Sent:** July-21-20 12:45 PM  
**To:** Caylee Simmons  
**Subject:** Colonial name of our province

Dear Mayor and Council:

I would like to request council to urge the provincial government, through a council resolution, to proclaim a new INCLUSIVE name for our province and adopt a new flag and coat-of-arms on the 150<sup>th</sup> anniversary of the province's entry into the Canadian confederation on July 20, 2021.

The intent is not to revise our history but to greatly expand its limited focus under the province's current name and symbols. It will create new economic activity, post COVID-19, and will generate world-wide attention [new world maps, atlases] and recognition that our province is inclusive of all its peoples. It will be a boon to tourism, particularly in an interest in our indigenous cultures.

The government should consult with our indigenous communities on a new name that will reflect the province's more than 10,000 years of indigenous history, its awesome grandeur, diverse biogeoclimatic zones and mosaic of multi cultures.

The new name should be short and easily pronounceable and spelled.

Today, it has become a practice, before a public event, to have an indigenous land acknowledgement. Is this mere tokenism, under the guise of Truth and Reconciliation, even when our province continues to have a COLONIAL name, flag and coat-of-arms?

Queen Victoria, a monarch who never set foot in these parts, chose the name "British Columbia" on July 24, 1858, by. Her decision, though said to be hesitant, was unilateral. She did not consult with the mostly indigenous people who lived here.

Vancouver Island was a British colony for just 22 years. The mainland was a colony for 13 years. British rule ended in 1871. Yet we cling to the "British" moniker while ignoring [a] the more than 10,000 years that indigenous communities inhabited these lands, and [b] our 149 years in the Canadian confederation.

Some will argue that a name change will dishonour British roots and heritage, and, oh yes, tradition. They conveniently forget the roots, heritage and traditions of our indigenous communities, who have lived here for more than 10,000 years, and those of us who are not of British [today a minority] ancestry.

We are not British. And Columbus never came here. It is meaningless name, particularly when abbreviated to BC, and confusing [there is a Colombia country and BC is mostly commonly interpreted as 'Before Christ' or, tongue in cheek, "British Colonists"]. We have laboured under this colonial pretension for too long.

There were many Canadians who had their knickers in a knot when Prime Minister Lester B. Pearson proposed a new flag on June 15, 1964, that was inaugurated on February 15, 1965, a

mere eight months later. Was this a mistake? Should we have kept the old Canadian Red Ensign with the Union Jack and coat of arms on a red background so that we could continue to show our gratitude to the British?

Today the Maple Leaf is the pride of all Canadians.

When can we take pride in our province's name, flag and coat-of-arms?

A new name, flag and coat of arms would be in accordance with Premier John Horgan's recent challenge of "thinking outside the box" in the "new normal" after the COVID-19 pandemic.

It will demonstrate solid confidence in our selves as a province that is inclusive of all its residents, rather than clinging to coattails of British colonists.

The name, of course, cannot be fully changed overnight because it is a complex matter. However, many countries had the fortitude to make a start and go through a liberating process of choosing a new name [i.e. Ghana, Indonesia, Sri Lanka, Zambia, Mali, etc.] and implementing it fast.

If we keep the status quo, we are only confirming that many in our midst still have the "colonizers' supremacy culture" and all their talk about reconciliation with our indigenous peoples and being a multicultural province is only tokenism and not full and respectful inclusion.

Sincerely

Ben Pires

Victoria

My take on our province's flag:

**It is a COLONIAL flag.**

The top depicts the Royal Union Flag with a crown in the centre.

This only reflects **22** years of Vancouver Island and **13** years of the Mainland as British colonies.

It **IGNORES** **149** years of the province in the Canadian Confederation and the more than **10,000** years of indigenous communities on these lands.



**Ben Pires, Victoria**