

January 13, 2026

Honourable Mike Farnworth  
Minister of Transportation and Transit  
PO Box 9850 Stn Prov Govt  
Victoria, BC V8W 9T5  
Email: [TT.Minister@gov.bc.ca](mailto:TT.Minister@gov.bc.ca)

Dear Minister Farnworth,

As the President of the North Central Local Government Association (NCLGA), I am writing to seek your support for several critical resolutions adopted by our association at the 2025 Annual General Meeting & Convention in Prince Rupert, British Columbia (BC). These resolutions are essential to enhancing the capabilities and resilience of our municipalities and regional districts:

- **R36. Removal of the BC Port Tax Cap** *Sponsor: North Coast Regional District*  
Calls for removal or increase of the provincial port tax cap to ensure fair taxation revenues for local communities
- **R37. Essential Service Levels of Inland Ferries** *Sponsor: Regional District of Bulkley-Nechako*  
Calls for inland ferries being entitled to the same legal status as roads, highways and bridges, remain toll-free, and regular schedule of each inland ferry be deemed the minimum necessary for the protection of the communities served.
- **R38. BC Ferry Advisory Committees** *Sponsor: North Coast Regional District*  
Calls for amendments to the Coastal Ferry Services Contract and includes provisions to develop an engagement framework.
- **R40. Quesnel North-South Interconnector** *Sponsor: Cariboo Regional District*  
Calls for the commitment of capital financing to complete the Quesnel North-South Interconnector project.
- **L1. Highway Road Maintenance Agreements – Addressing Regional Adaptation**  
**Sponsor: Village of Pouce Coupe**  
Calls for revisions to provincial highway maintenance contracts to address regional needs, extreme weather, and consultation with local governments.

We are committed to working with your ministry to identify solutions that will provide the support our local governments need. We would welcome the opportunity to meet with you (either virtually or in person) to discuss these resolutions in more detail and explore potential collaboration and next steps. Please contact [admin@nclga.ca](mailto:admin@nclga.ca) for any scheduling. Thank you for your consideration and support.

Sincerely,



Gladys Atrill  
President, NCLGA  
[www.nclga.ca](http://www.nclga.ca)

cc: Resolution Sponsors, Deputy Minister, Minister of Finance

# Full Resolutions

## R36. Removal of the BC Port Tax Cap

Submitted by: North Coast Regional District

**WHEREAS** a number of communities in BC host federal port facilities within their jurisdiction;

**AND WHEREAS** many of these communities struggle with raising taxation revenue to support infrastructure deficits and service provision;

**AND WHEREAS** the BC government has restricted municipal taxation on ports under the *Ports Property Tax Act*;

**THEREFORE BE IT RESOLVED** that NCLGA and UBCM advocate to the provincial government to remove or increase the port tax cap thereby ensuring that port industries pay a fair share of taxes in the local communities in which they operate.

## R37. Essential Service Levels of Inland Ferries.

Submitted by: Regional District of Bulkley-Nechako

**WHEREAS** inland ferries provide historically critical infrastructure to the communities served, equivalent to roads, highways and bridges;

**AND WHEREAS** inland ferry services are essential services whose costs are funded by a portion of the taxes on sales of gasoline and diesel;

**THEREFORE BE IT RESOLVED** that NCLGA and UBCM advocate to the provincial government that all inland ferries are entitled to the same legal status as roads, highways and bridges, that all remain toll-free, and that the regular schedule of each inland ferry (whether on-demand or set schedule) be deemed the minimum necessary to protect the health, safety, and welfare of the communities served.

## R38. BC Ferry Advisory Committees

Submitted by: North Coast Regional District

**WHEREAS** Ferry Advisory Committees provide route-specific input and advocacy and exist as part of BC Ferries' strategic goal to be customer and community-centred;

**AND WHEREAS** BC Ferries has dissolved the Ferry Advisory Committees;

**AND WHEREAS** the BC Government's Coastal Ferry Services Contract, last amended on March 31, 2024, states that it is committed to "ongoing engagement in support of provincial reconciliation efforts":

**THEREFORE BE IT RESOLVED** that NCLGA and UBCM advocate to the provincial government to amend the Coastal Ferry Services Contract and include a provision for BC Ferries to develop an engagement framework that meaningfully considers input from local governments and Indigenous communities that rely on the BC Ferry system.

## R40. Quesnel North-South Interconnector

Submitted by: Cariboo Regional District

**WHEREAS** Highway 97 is a very significant provincial highway that is critical to the continued economic prosperity of Northern and Central BC and all British Columbia;

**AND WHEREAS** Highway 97 is at a considerable and growing risk level for extended delays due to aged-out highway infrastructure in Quesnel, and unacceptable construction delays in the future based on the current plans by the Ministry of Transportation and Infrastructure;

**THEREFORE BE IT RESOLVED** that NCLGA and UBCM lobby the provincial government to commit capital financing to complete the Quesnel North-South Interconnector project.

## L1. Highway Road Maintenance Agreements/Addressing Regional Adaptation

Submitted by: Village of Pouce Coupe

**WHEREAS** the standardized structure of highway maintenance contracts in British Columbia does not adequately account for the diverse geographic, climatic, and infrastructure needs of the interior and northern regions;

**AND WHEREAS** the existing contract specifications, including aggregate supply, response times, and maintenance standards, fail to address regional challenges such as extreme winter conditions and local material availability;

**THEREFORE BE IT RESOLVED** that the NCLGA and UBCM urge the Provincial Government to revise the structure of Highway Road Maintenance Contracts to incorporate regional specifications, flexible contract standards, and consultation with local governments to ensure that highway maintenance better meets the needs of diverse regions across British Columbia.