



Lloydminster

CHAMBER OF COMMERCE

Achieve Results. A Stronger Voice.

Policy Resolutions

2016

Public Infrastructure to Support Community Growth (Public Transportation)

Renewal

ISSUE:

The City of Lloydminster is a growing community. Various residents of the community, such as college students, senior citizens, low-income individuals, and immigrants, require a form of public transportation to access education and employment destinations. As a growing community, a first stage of public transportation should be introduced that can grow as the city grows.

BACKGROUND:

1. Several organizations have voiced their support for an alternative transportation model. These organizations include: the Learning Council, Lakeland College, Inclusion Lloydminster, Social Services, Pioneer Lodge, Bee Fisher Centre and the Native Friendship Centre. These organizations have clients and employees who require public transportation.
2. Current estimated population growth for Lloydminster is 10.75% since 2011.¹ As the population continues to grow, there will be increased demand for public transportation.
3. The City's Let's Talk Transit study showed that "of those surveyed, 61% (2,546 individuals) indicated that they would use public transportation. Of those who indicated that they would not use public transportation 51% (806 individuals) indicated that they were in support of public transportation coming to Lloydminster."²
4. The recommendation from the Let's Talk Transit study is that "There is significant public support for the idea of public transportation system in Lloydminster but this enthusiasm is tempered with low to moderate usage projections and significant concern over public costs and fees. The recommendation of this report is: That the City of Lloydminster does not pursue a full scale public transit system at this time. That the City of Lloydminster continues to research and develop a model for alternate public transportation supports and system models."
5. The Let's Talk Transit study provided great statistical information, however, was conducted with a full scale transit model in mind. An introductory/first stage transit model could include longer wait times and researched routes serving key locations in the city. The bus size could be similar to that of the Handivans.
6. Public transportation has a positive economic impact on communities. Every \$1 communities invest in public transportation approximately \$4 is generated in economic returns.³
7. The retail and hospitality service sector have expanded significantly in the past decade to service the rapidly growing population, and these industries employ lower income employees who may find the lack of public transportation a barrier to employment.
8. Traffic congestion has become a real concern in Lloydminster, and a public transportation system could help to alleviate some of that congestion.

9. The lack of sidewalks on many of the main streets makes it very dangerous for students, seniors and others who have to rely on walking as their only means to get around. A public transportation system would give these individuals safe options, especially in the winter time.
10. Other cities in Canada receive federal and provincial funding for their transportation systems. Lloydminster needs to demand funding for public transportation as well.

RECOMMENDATION:

The Lloydminster Chamber of Commerce recommends that the City of Lloydminster coordinates a stakeholder committee to develop a made in Lloydminster solution for the transportation issues currently facing the community, with a solution to be presented to the public by 2017.

¹Lloydminster Economic Development Corporation. (2016). *Lloydminster advantage*. Retrieved from <http://www.lloydminstereconomy.ca/lloydminster-advantage>

² Lancaster, P., Haycock, M., & Lawlor, A. (2013). *City Of Lloydminster Public Transportation Viability Survey*. Retrieved from the City of Lloydminster website: <http://www.lloydminster.ca/DocumentCenter/View/10269>

³American Public Transportation Association. (2016). *Facts at a glance*. Retrieved from <http://www.publictransportation.org/news/facts/Pages/default.aspx>

Municipal Social and Affordable Housing Strategy for the City of Lloydminster

January 2016

ISSUE:

The City of Lloydminster does not currently have a municipal housing strategy that would assist the City and/or community based organizations to develop a meaningful and relevant plan to create social and affordable housing units and access federal and provincial funds to build such units.

BACKGROUND:

Historically, Lloydminster has had a strong and dynamic economic structure. Unfortunately, the negative side of economic prosperity can be a lack of social and affordable housing for existing residents of Lloydminster living both above and below the poverty line, as well as employment seekers to the community.

Business owners and employers have had an extremely difficult time recruiting and retaining skilled employees and many have resorted to looking out of country to recruit. Lack of housing, any type, was often cited as the biggest challenge outside of the actual lack of a pool of potential employees.

For employed residents of the community who are making a living wage of between \$13.11-\$17.38¹, housing would be approximately 45% of their budget making it difficult for people in these categories of employment to maintain their homes, lives and develop into connected and productive members of the community. For the marginalized and vulnerable members of the community, lack of social and/or affordable housing makes it extremely difficult to access basic and safe living conditions which would enable them to concretely connect to existing support resources and obtain and maintain meaningful employment.

The lack of social and affordable housing is impacting the City of Lloydminster's business community and residents in many ways, but most relevant to this context is in the form of increased operational and employment costs and challenges.

CURRENT STATE:

- Currently, the City of Lloydminster and the Province of Alberta are experiencing an economic downturn.
- Current rental rates have dropped but are still only affordable for residents employed at above average living wage.
- Anecdotal reports from community based organizations in Lloydminster report a drop from the average price of \$1,100 to \$800 for a one bedroom apartment. Availability in the rental market has increased but not necessarily affordability.
- Lloydminster is one of the only communities in Alberta or Saskatchewan of similar size without a formalized housing and homelessness strategy which leaves the community without options to make a change.
- Lack of formalized and measured data, versus anecdotal, does not give a proper picture of need nor does it enable the community to make significant steps toward acting on any recommended and needed changes.
- There is currently a housing sub-committee of the Lloydminster Network, made up of members of community based organizations and municipal government, whose goal it is to ensure that solutions to housing and homeless issues are effectively sought out and implemented.

¹ Living Wage Canada. (2013). *Alberta*. Retrieved from <http://www.livingwagecanada.ca/index.php/living-wage-communities/alberta/>

RECOMMENDATION:

That the City of Lloydminster municipal government should draft and adopt a municipal housing and homelessness strategy to effectively find solutions to the current housing and homelessness issue. An independent formalized needs assessment should be the first step. Other solutions could include a housing summit and community focus groups.

Lloydminster Bi-Provincial Challenges

January 2016

ISSUE:

Lloydminster faces many challenges when working on issues in a bi-provincial city. The issues can be complex and vary from industry to industry. For new businesses in Lloydminster, it can be a slow process for them to learn the necessary requirements of doing business in the border city. As well, applying for funding for the community can be a difficult, time consuming and an inefficient process.

BACKGROUND:

The Lloydminster Charter is a 268 page document that provides the framework for administration and governance for the City of Lloydminster. Through provincial legislation, it gives Lloydminster City Council the same authority that is provided to municipal governments in other Alberta and Saskatchewan cities. It is a document that recognizes the unique challenges the civic government faces due to Lloydminster's location on the provincial border. Where possible, it provides authority to apply legislation from one province to the entire City, thus enabling a seamless city wherever possible. It is difficult to capture all bi-provincial issues related to doing business in Lloydminster. Therefore, a survey of the Chamber's members was conducted, and the members raised some of the following bi-provincial concerns:

- Different income and business tax
- Multiple Workers Compensation Board accounts
- Incorporation in both Alberta and Saskatchewan
- Two security commissions, two insurance commissions, two sets of regulations
- Different labour standards. At times, businesses will be instructed to be cautious and go with whatever is most favourable to employees on a case by case basis. For example, pay overtime based on one province and pay vacation based on the other province. This can be costly and time consuming.
- The real estate industry has two different provincial organizations and regulators with different rules and regulations for each province
- RTM home builder delivering in both Alberta and Saskatchewan has to build to the most restrictive building code of the two provinces.

Bi-provincial issues cause businesses the following in additional costs:

- Staff training and additional human resource employee expenses
- Dual licensing expenses
- Incorporation and lawyer fees
- Some businesses commented that the additional cost can be between \$5,000 and \$10,000 per year
- The real estate industry sees an extra \$1,200 per agent for dual licensing, continuing education and reciprocity agreements. With 70 agents in Lloydminster, that's an additional \$84,000 cost to the real estate industry.

RECOMMENDATION:

That the City of Lloydminster strikes a committee that can liaise with both Alberta and Saskatchewan governments and regulators. The first task of the committee should be to compile a comprehensive inventory of all issues which impact the city. This committee can use and analyze the Lloydminster Charter as a vehicle to eliminate some of the bi-provincial issues and to streamline provincial inequalities and disparities in Lloydminster.

Saskatchewan Funding for Policing in Lloydminster

Renewal

ISSUE:

Currently Saskatchewan does not provide targeted funding for policing services in Lloydminster.

BACKGROUND:

The City of Lloydminster straddles the border of Alberta and Saskatchewan with slightly over 30% of the population or 11,637⁽¹⁾ people living in Saskatchewan.

The Lloydminster Chamber of Commerce has a membership of 560 businesses with approximately one-third of the businesses located in Saskatchewan providing tax revenue to the province. In addition, the oil, gas, manufacturing, and agricultural industries in the Lloydminster region have provided royalties and revenues to the Saskatchewan government through times of economic prosperity and during the years of challenging times.

The City of Lloydminster is policed by the Royal Canadian Mounted Police (RCMP). The City is responsible for 90% of policing costs, the remaining costs associated with policing costs (10%) is paid by the Federal Government. Currently, the City of Lloydminster budgets and pays approximately \$5,800,000⁽²⁾ to provide policing services to its residents on both the Alberta and Saskatchewan side. The City of Lloydminster receives grant funding from the Province of Alberta in the amount of \$580,000⁽³⁾. The Province of Saskatchewan does not currently provide any targeted police funding to the City of Lloydminster.

In several communities in Saskatchewan, Corrections and Policing, through the Ministry of Justice, contributes funding for police officers. These officers work on a number of community-based policing initiatives to help reduce crime and victimization. "Our government is focused on community safety," Corrections and Policing Minister Christine Tell said. "This grant, and the positions it funds, provides the support needed to those working to protect Saskatoon communities and families."⁽⁴⁾

The City of Lloydminster has focused crime reduction strategies and community crime prevention programs, which include: the Prolific Offender Program, Social Chronic Program, Missing Youth Program, COMPSTAT, Crime Free Multi housing, focused crime reduction through analyzing crime occurrences and patterns, and are currently working with community groups to create a Crime Prevention Society.

RESOLUTION:

The Lloydminster Chamber of Commerce strongly recommends that the Province of Saskatchewan immediately provides funding support under the Targeted Police Funding Initiative in order to support and enhance the crime reduction and prevention strategies in the City of Lloydminster.

¹ 2015 Municipal Census

² Taken from City of Lloydminster budget information

³ Taken from 2014 budget and Alberta Grant funding approved

⁴ Government of Saskatchewan. (2015, November 6). *\$4.8 million for Saskatoon police service targeted policing initiatives.*

Retrieved from <https://www.saskatchewan.ca/government/news-and-media/2015/november/06/saskatoon-police-initiatives>

Allocation of Alberta Government Funding to Lloydminster Capital Infrastructure Projects

January 2016

ISSUE:

The City of Lloydminster requires a significant amount of funding to finance its infrastructure projects.

BACKGROUND:

The City of Lloydminster, population 31,377, straddles the border of Alberta and Saskatchewan, 30 percent of the population lives on the Saskatchewan side while the remaining 70 percent lives on the Alberta side. In 2015, Lloydminster was ranked the 9th Overall Canadian Entrepreneurial City by the Canadian Federation of Independent Business.¹ In order for Lloydminster to sustain its vibrant, diverse business environment, money must be invested in capital infrastructure projects in the city. Currently, the following areas have shown an unprecedented growth:

- Development Boom: for four years, construction values have reached or surpassed \$170,000,000 which includes the largest construction values ever recorded in the City of Lloydminster and totaling well over half a billion dollars of investment.¹
- Population Growth: Lloydminster's population has increased by 12.8 percent from 2011-2015. The current estimated population growth projection for Lloydminster is 10.75%, reaching an estimated population of 33,534 for 2018.¹

To manage the current growth projections, the following two projects are being planned by the City:

- Wastewater Treatment Plant \$70.7 million. Alberta Small Communities Fund has approved \$1,803,696.
- Highway 17 Project is \$29.1 million.

RECOMMENDATION:

That the Government of Alberta allocates sufficient funding to the City of Lloydminster to invest in the above capital projects.

¹Lloydminster Economic Development. *Lloydminster Advantage*. Retrieved from <http://www.lloydminstereconomy.ca/lloydminster-advantage>

Allocation of Saskatchewan Government Funding to Lloydminster Capital Infrastructure Projects

January 2016

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- Highway 17 Project is \$29.1 million.

RECOMMENDATION:

That the Government of Saskatchewan allocates sufficient funding to the City of Lloydminster to invest in the above capital projects.

¹Lloydminster Economic Development. *Lloydminster Advantage*. Retrieved from <http://www.lloydminstereconomy.ca/lloydminster-advantage>

Allocation of Government of Canada Funding to Lloydminster Capital Infrastructure Projects

January 2016

ISSUE:

The City of Lloydminster requires a significant amount of funding to finance its infrastructure projects.

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Access to Net Care in Alberta by Saskatchewan Clinics in Lloydminster

January 2016

ISSUE:

Although the hospital in Lloydminster has access to Net Care (online patient records) in Alberta, the clinics on the Saskatchewan side of the border do not have access to Net Care, and this poses a problem with information sharing between hospitals and treatment centers in the provinces.

BACKGROUND:

Because Lloydminster is situated on the border of Alberta and Saskatchewan, for many years there have been major issues around health care in Lloydminster. One of the issues is the sharing of patient information online between Alberta health care professionals and Saskatchewan health care professionals.

This does cause dangerous and life threatening situations if the local health care professionals and referral center providers have no way to access that pertinent information that is imperative for appropriate treatment. Often tests need to be repeated causing delays in treatment and costs to the health care system.

In 2012, a committee was formed with local government, community members, and representatives from both Alberta and Saskatchewan government's health departments to consider ways to make health care in Lloydminster more streamlined and patient centered. A memorandum of understanding was signed by the then health ministers of Alberta and Saskatchewan. One of the items agreed upon by this committee was that the cross border accessibility of patient files was imperative. Otherwise, it puts the citizens of Lloydminster and surrounding area at risk. Although these individuals pay the same tax dollars to their respective provincial governments, they continue to receive sub-standard health care. The appropriate sharing of information would be an initial step to solve this issue.

RESOLUTION:

The Lloydminster Chamber of Commerce advocates to the City of Lloydminster, the Government of Alberta, and the Government of Saskatchewan for the immediate resolution to patient data sharing issues between the provinces of Alberta and Saskatchewan.

Planning for a Better Future for Lloydminster and Area Seniors

Renewal

ISSUE:

There is a current and constant shortage of continuing care beds, transition/convalescent care beds, respite care beds, and palliative care beds for residents in the City of Lloydminster and catchment area.

BACKGROUND:

The Lloydminster Chamber of Commerce is accredited with distinction by the Chamber Accreditation Council of Canada (CACC) and are the voice of 560 members. To help make Lloydminster a comfortable place to live and do business well into the future, it is imperative that this issue is resolved in a manner that services the Lloydminster region in the best possible way. The decisions made for health care, long term care and acute care greatly affects the business community in terms of access, timeliness and availability.

The demand for continuing care, palliative care, respite care, and transition beds is here, and the demand is here to stay. Combine the facts that the aging population is growing with the facts that mental illness is on the rise and physical disability continues to be an ongoing dilemma, Lloydminster is left with a serious need for infrastructure and qualified assistance to care for this dependent segment of the population.

Current number of beds are as follows:

- Dr. Cooke Extended Care, Jubilee Home, Lloydminster Continuing Care: 160 beds
- Points West: 25 Beds
- Pioneer Lodge: 61 beds (41 singles, 10 couples)

The pending Pioneer House will only reduce the current waiting list at Pioneer Lodge from 61 to 17. Thirty to forty percent of the 38 medical beds (12-15 beds) in the Lloydminster Hospital are not being used to deliver acute medical care. There are only two palliative care/transition beds and two respite beds in the Lloydminster Jubilee Home.

There is a long waiting list for long term care in Lloydminster. The demand for long term care continues to exceed the supply of availability. The Prairie North Health Region 2013/2014 annual report stated, "Prairie North RHA remains challenged to reduce the average number of clients in acute care beds while waiting for placement in long-term care. While the provincial target is a maximum of 3.5% of acute care beds occupied by clients waiting placement, more than double that percentage of PNRHA hospital beds most months were occupied by clients waiting LTC placement."¹ This puts a tremendous strain on the capacity needs of the hospital.

RECOMMENDATION:

The Lloydminster Chamber of Commerce recommends that the Government of Alberta and Government of Saskatchewan be held accountable to the health services memorandum of understanding signed July 28, 2014, as well as the Lloydminster Integrated Health Services and Facility Infrastructure Needs Assessment report and the recommendations therein. The governments are to be held accountable by providing updates on work progress.

¹ Prairie North Health Region. *Annual Report 2013/2014*. Retrieved from http://www.pnrha.ca/bins/doc.asp?rdc_id=12921

Importance of Alberta's Membership in Ports-to-Plains Trade Corridor Alliance

Renewal

ISSUE:

Alberta's energy resources and agriculture sector make it an important part of the Ports-to-Plains Trade Corridor. Due to the economic benefits that flow from enhancing this vast North American trade region, it is critical that Alberta participate in the Ports-to-Plains Trade Corridor Alliance. Specific goals that can result from displaying leadership in the Alliance include expanding the Port of Wild Horse and developing the Eastern Alberta Trade Corridor.

BACKGROUND:

The Ports-to-Plains Alliance is a coalition of governments, communities, economic development regions and business leaders advocating for robust transportation infrastructure along a north-south trade corridor in order to promote economic security and prosperity throughout North America's energy and agricultural heartland, extending from Laredo, Texas to Fort McMurray.

The Province of Alberta and several regional economic development alliances in eastern Alberta – Palliser Economic Partnership, Lloydminster Economic Development Corporation, Battle River Alliance for Economic Development, Northeast Alberta Information HUB and Port Alberta– are members of the Ports-to-Plains Alliance.

A significant thrust of the regional economic development alliances has been in the development of an eastern Alberta trade corridor. The economic development groups represent over 100 eastern Alberta communities which share similarities in economies, agriculture and tourism. These communities are looking for opportunities for trade, partnerships and synergies that will complement, diversify and expand opportunities for the entire north-south corridor.

A key element for establishing a north-south trade corridor through "North America's agriculture and energy heartland" is the Wild Horse Port of Entry, located south of Medicine Hat at the Alberta-Montana border. The Ports-to-Plains Alliance encourages and advocates for the Canadian and American governments to expand their border facilities to provide 24-hour commercial and traveler services.

Alberta's main goals for participation in the Ports-to-Plains Alliance are to:

- i. Establish rural trade development opportunities, business and community growth;
- ii. Establish the Wild Horse Canada/U.S. border crossing as a 24-hour a day crossing;
- iii. Enhance awareness and business development, trade, investment, tourism, legislative advocacy, and partnerships between Alberta and United States communities.

The eastern Alberta regional economic development alliances' ambition to see the creation of a corridor from the U.S. border north to the Regional Municipality of Wood Buffalo, complements Alberta's three main goals, although some of the alliances' objectives go beyond those goals and focus on the corridor solely within a provincial context.

These objectives are the following:

- i. Marketing and expansion of the use of the corridor for:
 - a. Moving products within Alberta, as well as to and from the US
 - b. Serving Alberta and other Canadian and US tourists
 - c. Attracting investment for existing and new businesses.
- ii. Implementation of a plan for the corridor that will effectively support increased traffic volumes, as well as increased business activity and investment in both existing and new businesses in eastern Alberta
- iii. Sustaining the Eastern Alberta Trade Corridor in order to implement the corridor plan.

iv. Defining initial activities for the corridor plan to be undertaken by the Eastern Alberta Trade Corridor. The main routes in the eastern Alberta corridor are Highways 41, 36 and 63, with links to the Edmonton-Calgary corridor to the west, as well as links east to Saskatchewan.

RESOLUTION:

The Alberta Chambers of Commerce recommends the Government of Alberta:

1. Continue to endorse and support the Ports-to-Plains Alliance initiative and encourage the Province of Alberta to commit to an ongoing membership in the alliance.
2. Work with industry groups to collect data and advocate for an extended hour port of entry at Wild Horse to enhance the efficient and effective movement of goods through the corridor.
3. Officially support and recognize the Eastern Alberta Trade Corridor as an avenue to assist in commercial transport and growth in the Eastern part of the province.
4. Recognize the Ports-to-Plains Corridor as a transportation corridor supported by the Government of Alberta, including, but not limited to recognition on the government's website in Corridor Development.