



GREAT LAKES AND ST. LAWRENCE CITIES INITIATIVE
ALLIANCE DES VILLES DES GRANDS LACS ET DU SAINT-LAURENT

RESOLUTION 01 – 2014M

MUNICIPAL CLIMATE ADAPTATION AND RESILIENCY

WHEREAS, the impacts of climate change continue to advance in the Great Lakes and St. Lawrence Region, with more frequent and more erratic weather events, a steadily increasing trend in temperature and rainfall, and other significant ecological impacts such as increased stress on native species, resulting in the proliferation of non-native, invasive species; and

WHEREAS, changing weather will affect a wide range of municipal operations, everything from wastewater and stormwater management, land use planning, road and bridge maintenance, building standards, parks and urban forestry, and public health services and emergency planning; and

WHEREAS, not only are municipalities incurring costs to respond to and clean up after storms, they are also facing legal repercussions for failing to adapt to climate change, as demonstrated by two class action lawsuits in member municipalities for damages incurred during extreme storms; and

WHEREAS, municipalities increasingly have a responsibility to adjust their ‘standard of care’ in light of the changing information on climate as relying on outdated standards or processes can be considered negligent if new information suggests that they should be reconsidered; and

WHEREAS, timely adaptation and building community resiliency can lessen the severity of climate change impacts; and

WHEREAS, the Great Lakes and St. Lawrence Cities Initiative has launched the Municipal Adaptation and Resiliency Service (MARS) for its member municipalities, to help them accelerate and expand their adaptation activities, consisting of a *Call to Action*, a one-stop shop for adaptation information, training webinars, recognition awards, and demonstration projects.

NOW, THEREFORE, BE IT RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative requests that its members adopt a *Call to Action*, describing what adaptation efforts they will be undertaking over the next two years and submit it to the Great Lakes and St. Lawrence Cities Initiative to post publicly; and



BE IT FINALLY RESOLVED, that federal, provincial and state governments commit financial and other resources to support municipal climate adaptation and resiliency, including

- a) vulnerability assessments;
- b) adaptation training and other information resources;
- c) infrastructure adaptation;
- d) support for green infrastructure and other innovative approaches to adaptation; and;
- e) climate projections downscaled to the local level.

Signed this 18th day of June, 2014

Keith Hobbs, Chair
Great Lakes and St. Lawrence Cities Initiative
Mayor of Thunder Bay



GREAT LAKES AND ST. LAWRENCE CITIES INITIATIVE
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RESOLUTION 02 – 2014M

ASIAN CARP

WHEREAS, aquatic invasive species have caused serious damage and continue to pose a major threat to the Great Lakes and St. Lawrence; and

WHEREAS, over 180 aquatic invasive species have been introduced into the Great Lakes and St. Lawrence over the years and have caused damage and imposed costs well over \$100 million annually; and

WHEREAS, many of those aquatic invasive species have migrated through the Chicago Area Waterway System (CAWS) to the Mississippi River Watershed and some have reached all the way to the west coast of the United States; and

WHEREAS, one of the greatest threats ever from aquatic invasive species to the Great Lakes and St. Lawrence in the form of Asian carp, including silver (*Hypophthalmichthys molitrix*), bighead (*Hypophthalmichthys nobilis*), black (*Mylopharyngodon piceus*), and grass (*Ctenopharyngodon idella*), have been migrating up the Mississippi, Illinois, Ohio, Wabash, Wisconsin, Minnesota, Iowa, and other rivers over the past 40 years; and

WHEREAS, silver carp (*Hypophthalmichthys molitrix*) have been found as close as 60 miles from Lake Michigan in the Illinois River, and grass carp (*Ctenopharyngodon idella*) have been found in the Grand River in Ontario; and

WHEREAS, the U.S. Army Corps of Engineers have been operating an electric barrier for almost ten years, and have upgraded the barrier, which appears to have kept the Asian Carp from getting closer to Lake Michigan, but which has certain weaknesses that create a vulnerability for carp to pass through the area; and

WHEREAS, a variety of federal, state, local, private, non-profit, Canadian, and other groups have been operating as part of the Asian Carp Regional Coordinating Committee to implement many additional actions to stop the advance of Asian carp in the Illinois River; and

WHEREAS, the barrier provides little or no protection for the movement of virtually all invasive species in a downstream direction; and



WHEREAS, the Great Lakes Commission and Great Lakes and St. Lawrence Cities Initiative completed a report in January 2012 demonstrating the feasibility of physical separation and restoring the natural divide between the Great Lakes and Mississippi River watersheds; and

WHEREAS, the U.S. Army Corps of Engineers completed the Great Lakes Mississippi River Interbasin Study (GLMRIS) in January 2014 outlining eight alternative approaches to reducing the risk of invasive species moving between the two watersheds, and confirming that physical separation is the most effective alternative for reducing risk; and

WHEREAS, the Great Lakes Commission and the Great Lakes and St. Lawrence Cities Initiative have managed an advisory committee process for considering physical separation alternatives and related actions to deal with transportation, flood control, and water quality issues; and

WHEREAS, the Great Lakes Commission and the Great Lakes and St. Lawrence Cities Initiative have secured \$200,000 in funding to retain a facilitator/mediator to manage the continued discussion with the desire to reach a regional consensus on the best alternative to stop the passage of aquatic invasive species between the two watersheds; and

WHEREAS, even when a regional consensus is reached, the time to implement a long term solution is such that additional interim actions will be necessary to reduce the risk of Asian carp reaching the Great Lakes.

NOW, THEREFORE, BE IT RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative fully endorses the Advisory Committee process with facilitation and mediation to reach a regional consensus on a long term solution for stopping the passage of aquatic invasive species between the Great Lakes and Mississippi River basins through the CAWS; and

BE IT FURTHER RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative fully endorses the concept of physical separation as the most effective way to stop the passage of aquatic invasive species in both directions through the CAWS; and

BE IT FURTHER RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative fully endorses the implementation of short and mid-term interim actions to reduce the risk of Asian carp reaching Lake Michigan through the CAWS, while a long term solution is being sought, with special emphasis on steps at the Brandon Road lock and dam; and



BE IT FINALLY RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative asserts that time is of the essence to reach a regional consensus and that December 15, 2015 should be the outside date for accomplishing that goal; furthermore, it is expected that the necessary short and mid-term actions to reduce the risk of Asian carp reaching Lake Michigan through the CAWS will be implemented much sooner.

Signed this 18th day of June, 2014

A handwritten signature in black ink, which appears to read 'Keith P. Hobbs'. The signature is fluid and cursive.

Keith Hobbs, Chair
Great Lakes and St. Lawrence Cities Initiative
Mayor of Thunder Bay



GREAT LAKES AND ST. LAWRENCE CITIES INITIATIVE
ALLIANCE DES VILLES DES GRANDS LACS ET DU SAINT-LAURENT

RESOLUTION 03 – 2014M

MICROBEADS

WHEREAS, many personal care products contain small plastic beads 50 to 500 microns in size that separate during use and wind up going down the drain and leaving homes in the wastewater; and

WHEREAS, these microbeads do not decompose and most are so small they pass through wastewater treatment plants and are discharged to the Great Lakes, St. Lawrence, and other receiving waters; and

WHEREAS, the microbeads are a hazard to fish and wildlife in that they attract and have toxic chemicals adhere to them and appear as food; and

WHEREAS, once ingested, the toxic microbeads can cause health problems for the fish and wildlife, and for people who might ingest them; and

WHEREAS, there are natural substitutes for the microbeads available at this time, and many personal care products are already using them; and

WHEREAS, because of the threats to the environment from microbeads, the state legislatures in New York and Illinois recently introduced bills to ban microbeads in personal care products.

NOW, THEREFORE, BE IT RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative calls on the Personal Care Products Council (“PCPC”) and its member companies to agree not to develop any new products containing microbeads; and

BE IT FURTHER RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative calls on the PCPC and its member companies to phase out the use of all existing products containing microbeads no later than December 31, 2015; and

BE IT FURTHER RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative calls upon provincial, state, and federal orders of government to work together to establish legislation to prohibit the use of microbeads in personal care products;



BE IT FINALLY RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative formally commends those companies that offer exclusively microplastics-free products such as Aveda, Hain Celestial Group, Juice Beauty, MSC Skin Care, NUDE Skincare and Pangea Organics. We applaud these companies that conduct themselves in an environmentally responsible way and we urge others businesses to follow this lead to reach our goal by 2015.

Signed this 18th day of June, 2014

Keith Hobbs, Chair
Great Lakes and St. Lawrence Cities Initiative
Mayor of Thunder Bay



GREAT LAKES AND ST. LAWRENCE CITIES INITIATIVE
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RESOLUTION 04 – 2014M

REDUCING NUTRIENT LOADINGS IN THE GREAT LAKES

WHEREAS, in 2011, Lake Erie experienced record algal bloom growth; and

WHEREAS, as a result of nutrient run-off combined with climate change impacts and the effects of invasive species like zebra mussels, such massive algal blooms are likely to reoccur; and

WHEREAS, algal blooms and so-called toxic blue green algae are also present in Lake Ontario and Lake Huron; and

WHEREAS, such algal blooms have a direct adverse impact on the aquatic ecosystem, quality of life, and economy including recreation, tourism and property values; and

WHEREAS, under the Great Lakes Water Quality Agreement (WQA), the US and Canadian governments have committed to setting nutrient loading targets by 2016 and action plans by 2018 to reduce nutrient levels in Lake Erie; and

WHEREAS, under Annex 4 of the WQA, a binational subcommittee has been tasked with developing recommendations on nutrient loading targets to meet the 2016 deadline and the Great Lakes and St. Lawrence Cities Initiative is represented on the subcommittee; and

WHEREAS, the Canadian federal government has committed \$16 million towards research on the causes and possible solutions to the deteriorating quality of Lake Erie as a result of nutrient loadings; and

WHEREAS, in February 2014, the International Joint Commission released a report of the Lake Erie Ecosystem Priority – *A Balanced Diet for Lake Erie: Reducing Phosphorus Loadings and Harmful Algal Blooms*, which includes 16 recommendations for all levels of government in Canada and the U.S. to help address the challenge of deteriorating conditions in Lake Erie, including specific targets for total phosphorus loadings and dissolved reactive phosphorus, a nine year implementation timeline for actions to meet these targets, and specific actions to reduce both agricultural and urban phosphorus sources.



NOW, THEREFORE, BE IT RESOLVED, that the Federal Governments of Canada and the United States need to respond to the recommendations of the IJC and direct the Annex 4 Subcommittee to evaluate the soundness and feasibility of meeting the IJC's recommended targets; and

BE IT FURTHER RESOLVED, that well in advance of 2016, the Federal Governments of Canada and the United States need to launch a comprehensive awareness raising campaign to inform and prepare the public and specific stakeholders, particularly the agricultural community, residents on septic systems, and municipalities, for the anticipated nutrient targets and the subsequent action plan to reduce nutrient loadings in Lake Erie and beyond; and

BE IT FINALLY RESOLVED, that the Federal Governments of Canada and the United States devote substantial financial and other resources to develop and implement short term, no-regrets actions in advance of their 2018 Action Plan commitment under the WQA.

Signed this 18th day of June, 2014

Keith Hobbs, Chair
Great Lakes and St. Lawrence Cities Initiative
Mayor of Thunder Bay



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RESOLUTION 05 – 2014M

URBAN PLANNING AND TOPOGRAPHY

Submitted by the City of Montreal

WHEREAS Great Lakes and St. Lawrence Cities Initiative members have committed to implementing stormwater management best practices; and

WHEREAS cities equipped with a combined sewer system are particularly vulnerable to climate change impacts, especially flooding induced by intense rain; and

WHEREAS in the *Stratégie gouvernementale d'adaptation aux changements climatiques 2013-2020* (Governmental Strategy on Climate Change Adaptation 2013-2020), the Québec government identified land use planning as a main solution for climate change adaptation; and

WHEREAS drainage networks are a heavy infrastructure with a 100-year lifespan and that it is difficult to modernize them quickly enough to face climate change; and

WHEREAS cities have planning regulations that do not always take into account drainage networks, original topography or the presence of ancient underground streams; and

WHEREAS construction of buildings that are less vulnerable to flooding is an efficient and cost effective climate change adaptation measure.

THEREFORE, BE IT RESOLVED that Great Lakes and St. Lawrence Cities Initiative members cities are strongly encouraged to take into account, in their land use planning regulations, the effects of topography and drainage networks on flooding in low-lying areas; and



BE IT FINALLY RESOLVED that the Cities Initiative ask the government of Quebec (and others) to insert topographic considerations in urban environment related to drainage network in the revision of the *Loi sur l'aménagement et l'urbanisme*. (Land Use Planning and Urban Planning Act)

Signed this 18th day of June, 2014

Keith Hobbs, Chair
Great Lakes and St. Lawrence Cities Initiative
Mayor of Thunder Bay



GREAT LAKES AND ST. LAWRENCE CITIES INITIATIVE
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RESOLUTION 06 – 2014M

WATER INFRASTRUCTURE FINANCIAL SUSTAINABILITY INDICATORS

Submitted by the City of Montreal

WHEREAS, water infrastructure is an essential asset for urban quality of life and their reliability plays a key role in cities' economic development; and

WHEREAS, leaving water infrastructure for future generations in a similar, if not better state than what we have inherited is a major issue in urban sustainable development; and

WHEREAS, to ensure preservation of water infrastructure reliability in an equitable manner between citizen and between generations, it is necessary to ensure their stable and sustainable funding.

NOW, THEREFORE, BE IT RESOLVED that members of the Great Lakes and St. Lawrence Cities Initiative recognize the need to implement water infrastructure financial sustainability indicators;

BE IT FURTHER RESOLVED that the Great Lakes and St. Lawrence Cities Initiative undertake an initial research of existing water infrastructure financial sustainability indicators, especially in regards to funding, to the reduction of the maintenance deficit and to the support of current assets. Always in consultation with member municipalities, this research could serve as a prerequisite for the selection of the most relevant indicators, both measurable, comparable and available; and

BE IT FURTHER RESOLVED that the Great Lakes and St. Lawrence Cities Initiative actively work with its member municipalities and any other relevant stakeholders to increase awareness and visibility of the issue of indicators of financial sustainability of water infrastructure; and



BE IT FINALLY RESOLVED that Great Lakes and St. Lawrence Cities Initiative members commit to using these indicators in order to measure and share their progress every two years, which will be showcased on a dedicated page on the Cities Initiative's website.

Signed this 18th day of June, 2014

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Keith Hobbs, Chair
Great Lakes and St. Lawrence Cities Initiative
Mayor of Thunder Bay



GREAT LAKES AND ST. LAWRENCE CITIES INITIATIVE
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RESOLUTION 07 – 2014M

FOSSIL ENERGY TRANSPORTATION

WHEREAS, the Great Lakes and St. Lawrence River are the largest freshwater ecosystem in the world, providing drinking water to over 40 million people and serving as the economic base for much of Canada and the United States; and

WHEREAS, the Great Lakes and St. Lawrence basin is a complex and fragile ecosystem, encompassing a wide range of human and natural habitat and activities; and

WHEREAS, the rapid increase in volume of oil and gas being transported from Western producing regions across the Great Lakes and St. Lawrence basin towards Eastern refineries and markets has in recent years raised many questions and concerns, notably in the light of recent events in the Kalamazoo River, Michigan, in Casselton, North Dakota, in Plaster Rock, New Brunswick, in Lynchburg, Virginia, and in Lac-Mégantic, Québec; and

WHEREAS, as the volume and nature of the conveyed oil change, there is greater need for increased oversight and sophistication of safety measures, both for pipelines, rail and maritime transport; and

WHEREAS, the lax following of regulations or the lack of regulations with respect to oil and gas transportation have likely contributed to the accidents that have occurred; and

WHEREAS, pipelines, rail and maritime transportation modes for the transportation of fossil energies are complementary, binational and largely integrated at the North American scale; and

WHEREAS, given the current uncertainties about the public safety and environmental risks to water, air and soil as well as potential negative financial impacts on municipalities with each of these transportation modes, there is a greater need for increased safeguards; and

WHEREAS, municipalities have both the duty and obligation to protect the health, safety, and welfare of their residents.



NOW, THEREFORE, BE IT RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative calls on state, provincial and federal governments to provide comprehensive and responsible management of the transportation of fossil energies, through effective legislation and regulations that will ensure the safety of residents and the protection of the environment, as well as to respect the role and authority of municipalities, including their capacity to review proposed regulations; and

BE IT FURTHER RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative recommends additional safety measures, notably, all modes of transportation of fossil energies be equipped with double walled containment, including pipelines, ships, barges, tank cars, and tank trucks; more specifically, for pipelines: increased monitoring and prevention actions, including periodic hydrostatic testing, sufficient number of safety valves near populated areas and major waterways including state of the art leak detection technology and double-walled pipe or other containment systems at all water crossings; for rail transport: reinforced and public routing protocols, speed restrictions of trains travelling through populated areas and other sensitive zones, increased and improved track, mechanical and other rail safety inspections, retrofitting or removal of DOT-111 tank cars, and for maritime transport: the review of current spill preparedness, response capacity and intervention timeframes; and

BE IT FURTHER RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative requests improved emergency responder capabilities and training to address spills and other incidents, as well as open and transparent communication between local governments and industry actors; including live, on-demand, detailed information about oil shipments and an obligation of full and quick disclosure of any spill or incident through a bi-national web portal; and

BE IT FURTHER RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative calls for an environmental assessment of potential impacts on water resources, notably in the case of the transportation of dilbit and other unconventional types of oil; and

BE IT FURTHER RESOLVED, that, considering the North American integration of fossil energy transport modes, the Great Lakes and St. Lawrence Cities Initiative recommend that increased harmonization of such legislation and regulations between Canada and the U.S. be pursued; and

BE IT FURTHER RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative recommends to both federal governments increased environmental standards in trade agreements such as NAFTA's Section 6 (Energy and Petrochemicals), by adding a safety annex which would bind the export right of fossil energy producers and conveyors with the respect of regulations and the meeting of safety standards both sides of the border, and



BE IT FINALLY RESOLVED, that the Great Lakes and St. Lawrence Cities Initiative asks for the creation of mitigation and compensation funds, financed by fees paid by oil transportation industries and/or oil producers that would offer complete remediation and financial compensation to municipalities and those affected on the ground in the event of a spill, fire or other significant events.

Signed this 18th day of June, 2014

Keith Hobbs, Chair
Great Lakes and St. Lawrence Cities Initiative
Mayor of Thunder Bay