

April 15, 2021

Chair Margo Wagner
Cariboo Regional District
180 North 3rd Avenue, Suite D
Williams Lake, BC V2G 2A4

Cariboo Regional District
File No. 400-50-01

APR 19 2021

Referred To CAO/Chair

Dear Chair Wagner:

Re: Provincial Response to 2020 Resolutions

UBCM has received the Province's response to your Board resolution(s) from 2020. Please find the enclosed resolution(s) and their provincial response(s).

Responses from the Province have been posted to the UBCM web site under Resolutions & Policy.

Please feel free to contact Jamee Justason, Resolutions and Policy Analyst, if you have any questions about this process.

Tel: 604.270.8226 ext. 100 Email: jjustason@ubcm.ca

Yours truly,



Brian Frenkel
UBCM President

Enclosure

Whereas the RCMP are overworked and understaffed when it comes to rural and remote areas of the Province:

Therefore be it resolved that UBCM lobby the provincial government and the Solicitor General provide more resources to allow the RCMP to increase staffing resources in rural British Columbia.

Convention Decision: **Endorsed**

Provincial Response

Minister of Public Safety and Solicitor General

The Ministry has heard the concerns from local governments and is aware of the pressures facing front-line Provincial Police Service resources. In 2019, the provincial government provided new additional funds to the British Columbia RCMP to increase front-line resources at highest need, highest risk provincial detachment Units. This initiative also saw the creation of the Provincial Support Team (PST) which provides mobile, short-term relief to provincial detachment Units experiencing temporary resourcing pressures such as those resulting from vacancies, emergent incidents or events.

The Ministry also continues to work with the RCMP, and internally to government, to address resources pressures across all areas of provincial policing responsibility in the province. This work includes addressing equity and accountability issues across municipal and provincial policing responsibilities (at integrated RCMP municipal/provincial detachments in particular), adequately accounting for Provincial Police Service resources that provide services to multiple jurisdictions and ensuring that provincial resource levels are commensurate to the workload generated by provincial areas.

Whereas for years the provincial government has approved the establishment of private land parcels that are only accessed by way of forest service roads, which are maintained by and at the discretion of the forest companies that use them;

And whereas the current and expected to worsen downturn in logging activities in BC is resulting in forest companies withdrawing their activities from the bush and ceasing maintenance of those forest service roads, which leaves residents stranded with no access to their properties:

Therefore be it resolved that UBCM urge the provincial government to undertake a review of the province's many forest service roads to determine which ones are critical for the public's access/egress and develop a plan to maintain them as public roads.

Convention Decision: **Endorsed**

Provincial Response

Ministry of Forestry, Lands, Natural Resource Operations and Rural Development

Forest Service Roads (FSR) are not built or maintained to the same standards as paved public roadways. Most FSRs have gravel surfaces and are narrow (often one lane wide) and many are not maintained for public vehicular access. There may be roadside brush limiting visibility, soft shoulders, more and tighter curves, with road grades that are much steeper than are encountered on public highways. Users are obligated to drive FSRs commensurate with existing road conditions under the Occupiers Liability Act.

The provincial government may approve the establishment of private land parcels that are only accessed by way of FSRs, and these approvals are not accompanied by a commitment or resources to provide for an increased level of FSR maintenance to serve these new residences.

Section 79(6) of the Forest Planning and Practices Regulation, outlines FSR maintenance obligations:

A person required to maintain a road must ensure all of the following:

- (a) the structural integrity of the road prism and clearing width are protected;*
- (b) the drainage systems of the road are functional;*
- (c) the road can be used safely by industrial users.*

The Ministry understands the limited nature of this regulation as it relates to safe access to communities and rural residences, and their business model is responsive to serving rural residences. The Ministry tracks which FSRs are critical for the public's access/egress and allocates the limited operational maintenance funding primarily to FSRs accessing communities and rural residences. Accordingly, Resource Districts with the highest use/highest risk FSRs serving rural communities receive an increased share of the limited operational maintenance funding.

Overall, the Ministry Engineering Program and the forest industry undertake considerable effort to collectively and effectively manage the FSR network to mitigate risk and facilitate user safety and environmental protection commensurate with legislation, regulation, policy, road data systems and available resources.

The Ministry is seeking renewed guidance from government to help confirm resource priorities moving forward. At this time, the Ministry will continue to rely upon existing legislation, regulations and policy guidance and our dedicated professional and technical Engineering Program experts on the ground to ensure our FSRs are safe for all users while being mindful of the environment commensurate with existing resources.