

INFORMATIONAL CORRESPONDENCE - January 27, 2020

1. D. Murray - email dated January 9, 2020 - Sidewalk Snow Clearing A
2. S. Schoon - letter dated January 20, 2020 - Safety of 24 Street NE A
3. B. Weicker, President, Shuswap Lifeboat Society - letter dated January 8, 2020 - Update re: Feasibility Study regarding a Regional Training Centre for Marine Safety and Excellence N
4. K. Leinweber, Race Director, The Lewiston Ultra Events - email dated December 18, 2019 - Request for City Council Approval for The Lewiston Ultra 2020 R
5. J. Bellhouse, The Shuswap Trail Alliance - email and news release dated January 13, 2020 - West Bay Connector Working Group Memorandum of Understanding N
6. M. Farnworth, Minister, Public Safety and Solicitor General to K. Christian, Mayor, City of Kamloops - letter dated December 30, 2019 - Provincial Resource Levels in the RCMP's Southeast District N
7. P. Wruck, Commission Secretary, British Columbia Utilities Commission - letter dated January 15, 2020 - British Columbia Utilities Commission - Review of Thermal Energy Systems Regulatory Framework Guidelines - Project No. 1599043 - TES Guidelines Review Information N
8. J. Kornelsen, Principle Investigator, Associate Professor, Department of Family Practice, University of British Columbia (UBC) - Co-Director, Centre for Rural Health Research - email dated January 17, 2020 - UBC Rural Evidence Review Project - Follow Up N

N = No Action Required
A = Action Required

S = Staff has Responded
R = Response Required

From: Doug Murray
Sent: January 9, 2020 2:25 PM
To: Alan Harrison
Cc: Darin Gerow
Subject: Sidewalk Snow Clearing

"Sidewalks are cleared by the City at the same time as the street snow removal is done during regular hours of operation, not on weekends or on overtime situations."

Hi Alan. I just wanted to bring to your attention to an issue which I have long felt affects many citizens in our great city: the current bylaw with regards not clearing sidewalks on weekends or statutory holidays lessens the ability of our fine city staff to provide a suitable environment for our pedestrians. In fact, this policy creates a significant fall risk for the public, a potential legal issue for the taxpayers, a lack of enjoyment in our natural environment, a confinement of many to their homes during winter months, and in this day and age of climate awareness and "climate emergencies" an increase in our carbon footprint with additional reliance on motor vehicles.

I currently walk for exercise each morning, and have for a number of years, between six and eight kms daily. I walk mostly to the west of Shuswap including the downtown core and as far out as Foothill and 50th St SW. The issue is, without clearing snow from the sidewalks on weekends or holidays the snow gets packed from pedestrian traffic and when combined with some moderate temperatures during the day turns to ice. Then, when our city staff bring out the sidewalk plow or blower on their next workday they cannot get the layer of ice off many of the pathways creating a significant hazard to the public.

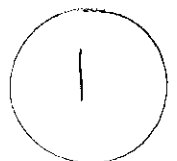
Since our snow of New Years I have had to primarily walk on the street on Shuswap, most of Lakeshore, and most of 10th St SW because of the ice buildup. This is not an isolated issue to this past week nor to these particular streets. While last year's snow was minimal, in prior years we have had a snow event on a Friday or Saturday and it has meant that the sidewalks are unusable for weeks or more after. I notice daily other pedestrians struggling: a couple of ladies on 10th St by Piccadilly Terrace on January 2nd out with their dogs straddling the centre of the icy sidewalk with fear of slipping; the couple walking their kids to the school bus stop on Shuswap struggling to keep upright. Many I talk to just don't go out for a walk, including my wife Carol. I would hate to have mobility challenges, a wheelchair, a walker, a cane, and have to get around. I recall being stopped a couple years ago on 10th Ave between Shuswap and 5th St by a person in an electric wheelchair asking if the sidewalk ahead, by Blackburn Park, was passable. It was not. They had to use the street.

I am aware that these things come with a cost in equipment and overtime and that every request you get for "a little more of" something adds to the budget. Notwithstanding the lack of accessibility of our pedestrians to our streets for four months and the savings in health care costs of a broken bones, having an additional person clear sidewalks doesn't just mean extra cost. First, I would suggest your chance of snow on a weekend would be statistically 2 in 7 then just plain luck of the draw of nature just as your snow clearing budget is anyways. Second, If the snow and ice add up over a weekend snow event, or in the case of New Years, two events, it means that it is slower and takes more time once staff does get out. Third, it also means less sand and ice melter to take care of the problem. Case in point, since January 3rd staff have been chipping away daily at a stubborn spot of ice on the sidewalks on Hudson by the Salmar Grand and city parking trying to get it ice free. Two minutes with a plow on New Year's Day would have solved it.

I would note that our city staff do a commendable job in clearing streets and sidewalks within the policy as outlined to them. Darin and his staff are doing a fine job and are quite accessible and helpful in remedying any problems. They do, however, need the ability to clear the sidewalks after the snow has stopped, regardless of the day. I don't think we need to clear the snow to improve safety purely for the benefit of the car traveling public.

I'd be pleased to discuss further with you and look forward to your reply.

Cheers, Doug Murray



Spike Schoon
181 – 24 St NE
Salmon Arm, BC
V1E 0C2

Mayor Alan Harrison & Council
Salmon Arm, BC

January 20, 2020

Dear Mayor and Council Members:

I would like to express my concern regarding the safety of 24 Street NE between 1st and 5th Ave. The plows have done their best and this is in no way a criticism of their work. There are quite a few secondary suites on our street which has added a significant number of extra vehicles parked on our street ... some that on occasion have been parked in one spot for more than a week. This has made it impossible for the plows to clear the road properly and has reduced it to one lane to get through. With the banks encroached on the street and then cars parked on both sides there are times when the road is so narrow than an emergency vehicle would not get through. This is extremely concerning to me.

I realize that the snowfall is extreme this year but this has been a problem previous winters as well. I would like council to consider a way to alleviate this problem. Some ideas might be a no street parking on certain days to facilitate snow removal or perhaps parking permitted on just one side of the street.

Thank you for your consideration of this matter,

Spike Schoon

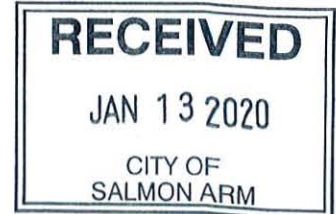


**ROYAL CANADIAN MARINE
SEARCH & RESCUE**
Saving Lives on the Water

Shuswap Lifeboat Society
Operating RCMSAR Station 106 (Shuswap)
PO Box 661
Sicamous, BC VOE 2V0
www.rcmsar106.ca

2020-01-08

Mr. Alan Harrison, Mayor
City of Salmon Arm
Box 40
500 2nd Ave. NE
Salmon Arm, BC V1E 4N2



Dear Alan,

Update re: Feasibility Study regarding a Regional Training Centre for Marine Safety and Excellence

The Shuswap Lifeboat Society (SLS) recently concluded the Feasibility Study we commenced to determine the viability of a regional training facility for vessel operation, boating safety, and water quality education.

Foremost, we wish to extend our appreciation to the City of Salmon Arm for their support provided to our Society through a letter of recommendation which enabled us to proceed with this survey and subsequent analysis.

David Witt Educational & Administrative Consulting Services was commissioned to undertake this work and presented a concluding report to the SLS Board on November 06th, 2019, a copy of which is attached.

Our Board, after due consideration, endorsed a Synopsis Statement on December 04th, 2019, to establish a path forward for SLS and Royal Canadian Marine Search and Rescue (RCMSAR) Station 106 (Shuswap), a copy of which is attached, listing the five most significant findings of the analysis in a succinct fashion.

In short, *at this point in time*, there was insufficient requests or demand for such advanced training to justify a standalone regional facility; however, there were indications demand *may escalate in the future*.

The Shuswap Lifeboat Society Board resolved to include suitable training room space within the footprint of a boathouse, currently being designed for RCMSAR 106 (Shuswap) to protect our vessels and assets and will remain committed to boating safety and water quality awareness through our existing programs.

We will endeavour to work with existing training providers to bring such training into the Shuswap region.

If you have any questions, please feel free to contact me. And again, thanks for your funding assistance.

Yours truly,

Bruce Weicker, President
Shuswap Lifeboat Society

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Synopsis of the Feasibility Study

pertaining to a

Regional Training Centre for Marine Safety and Excellence

The Shuswap Lifeboat Society conducted a Feasibility Study courtesy of funding jointly provided by the BC Rural Dividend Fund and Shuswap Watershed Council. The Directors have given this undertaking, completed by Dave Witt Education & Administrative Consulting Services, its due consideration, based on findings outlined within the Report submitted on November 6, 2019. Firstly, the Board recognizes the comprehensive and thorough report from Mr. Witt and wishes to congratulate him on his outstanding efforts and offers this synopsis.

The Board, has noted these specific observations in the report:

- While there is interest, the demand is low for training needs related to commercial enterprises and emergency services.
- The requirements for a certified Transport Canada Training Centre are stringent, though not insurmountable.
- Given the prospect that Transport Canada will reclassify RCMSAR vessels as Commercial Craft, adds to the need for more augmented training.
- Given current training requirements for other search and rescue groups are minimal and buoyed by survey respondents indicating a desire for higher levels of training and certification, the demand for advanced level training could increase in the future.
- Should demand for such training escalate in the future, a further assessment could be made at that time as to viability and the Society should consider a separate society for the governance of such training, so as not to conflict with the rescue boat mandate.

As an outcome, the Board recognizes there is not sufficient demand at this point in time, to sustain a discrete and accredited training facility, but will continue to promote the educational aspect of boating and water safety through its community awareness and school programs.

The Board does recommend proceeding with the inclusion of an indoor training classroom in the design of the boathouse for the following prioritized reasons:

- The provision of an accessible and convenient on water training space for RCMSAR Station #106 which will enhance the achievement of its mission and objectives;
- Support of a partnership with certified contractors to deliver marine training at the facility to meet the expressed demand from organizations deploying marine vessels.

The Board further supports the facility be available for general community use as need arises.

We are excited to include this classroom space as we move forward with facility design of a boathouse to provide protection and security for our rescue vessels and related equipment.

Synopsis Endorsed, by Resolution, on December 4th, 2019, by Shuswap Lifeboat Society Board

From: Kara Leinweber
Sent: Wednesday, December 18, 2019 7:26 AM
To: Rob Niewenhuizen; Erin Jackson
Subject: City Council Approval - The Lewiston Ultra 2020

Good morning Erin, Good morning Rob,

Hope you are both well!

I am forwarding Letter of Request to Mayor & Council of Salmon Arm for City Council Approval for The Lewiston Ultra 2020 trail race event & understand the City Council meeting will not take place until the New Year.

This will be the third annual Lewiston Ultra event and it has been an enormous success for community, runners, volunteers, etc. Thank you to The City of Salmon Arm for generous use of Klahani Park, parking signs, sandbags and for supporting the event!

In 2020, I would like to host the event on Saturday, September 26. The event will be same as 2019 and will start at Klahani Park and finish at Hyde Mountain Golf Resort.

I have maintained consistent and positive communication with all stakeholders such as Shuswap Tourism, Salmon Arm Economic Development, Salmon Arm Chamber of Commerce, Sicamous Chamber of Commerce, District of Sicamous, Downtown Salmon Arm, Shuswap Trail Alliance, Splatsin First Nation, etc.

The Lewiston Ultra is a 60km solo and relay (2 & 3 person relay) and is permitted for Saturday, September 26, 2020 with a start time of 8am at Klahani Park. The Lewiston Ultra is capped at 300 racers and includes cut off times. Everyone would be off course by 7-8pm.

I am hoping to have similar set up at Klahani Park for 2020 as we did in 2019. Porta potties (2 or 3) would be delivered early morning or the night before by Trigs Septic. I will approached the Ministry of Transportation (MOT) in the new year for use of the gravel pit as this allows more than enough room without displacing area residents and other users of the park. Racers, volunteers, etc would begin arriving at the park for 7am and majority of people will be cleared by 8:30-9am. Racers, volunteers, crews, family, etc will be coming and going through out the day as the shuttle company, Noble Adventures, will be bringing runners back to their vehicles, etc. There will be 1-2 volunteers on site all day to ensure the park is clean, clear and free of garbage. I will also be there and will ensure it is left as found, if not better. All race garbage will be removed when we clear the area at the end of the day.

In 2019 we also requested the bathrooms be unlocked earlier. For 2020, I would like to request bathrooms to be unlocked for 6:30am. I will ensure the bathroom is left clear, clean and free of garbage before we leave the area.

I am also hoping a few days before the race to get a key for the South Canoe gate as well as approximately 8 'no parking' signs. I understand there are some residents in the area that do not appreciate on street parking and I would absolutely like to maintain an excellent relationship and respect these requests. The signs would remain in place, on the side of the road from the gravel pit to Klahani Park for the morning. They would be returned the Monday following the event.

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Shuswap Search & Rescue, Luke Gubbels/Gord Bose, etc, are on board for the 2020 event.

The Lewiston Ultra has Crown, Ministry of Environment & Forestry Service Road permit for the next 4 years as follows (all other permitting is submitted annually):

September 26, 2020

September 25, 2021

September 24, 2022

September 30, 2023

I have attached signed letter from the supportive Shuswap community, waiver, parking map & map access outline.

Insurance will be maintained for 2020 and confirmation documents will be forwarded prior to the event.

It is an absolute honour to host this event in your backyard.

I look forward to hearing from you and please let me know if more information is needed, etc.

Thank you,

Kara Leinweber, Race Director

The Lewiston Ultra Events

www.thelewistonultra.com

Instagram @TheLewistonUltra

587.899.7125

December 2, 2019

To Whom it may concern,

Re: *The Lewiston Ultra Event*

The following community organizations are pleased to express our support for the Lewiston Ultra Event. The event was hosted in the Shuswap Region on September 28, 2019 and proved to be an amazing success with positive reviews and leveraged significant positive economic impact for the area.

The Shuswap region community organizations include, **Salmon Arm Economic Development Society, Shuswap Trail Alliance, Shuswap Tourism, Salmon Arm Chamber of Commerce, Downtown Salmon Arm and Sicamous Chamber of Commerce.**

As a planned annual event, The *Lewiston Ultra* has the potential to become an anchor tourism event in the Shuswap, attracting racers and their families, as well as a multitude of general spectators for multi-day stays. It is anticipated that this exciting event will provide a significant economic contribution back to our region and province in the form of visitor spending. This initiative aligns with a diversity of community tourism goals including those within the Shuswap Tourism Strategy and Salmon Arm's Municipal & Regional District Tax (MRDT) Business Plan of increasing sport tourism events – particularly in the off/shoulder seasons.

In addition to the all-important SMA charity component, other benefits of this event include the opportunity to:

- Showcase our well-established and well-maintained trail system;
- Market the Shuswap Region for return tourist visits;
- Attract new residents and businesses;
- Support existing businesses through sports tourism revenue;
- Add to the regions vibrancy through expanded activities for residents.

Collaboratively, we look forward to working with the Lewiston Ultra team through the planning, marketing and implementation stages to ensure it is a well supported event and very excited to host again in 2020 and for many years to come.

Sincerely,



Salmon Arm Economic Development Society



Salmon Arm Chamber of Commerce



Sicamous Chamber of Commerce



Shuswap Tourism



Shuswap Trail Alliance



Downtown Salmon Arm



THE LEWISTON ULTRA EVENT(S) WAIVER FORM

REGISTERED FOR: THE LEWISTON ULTRA EVENT(S): _____ SOLOIST _____ RELAY

NAME

AGE ON RACE DAY

ADDRESS

MALE/FEMALE

CITY, PROVINCE/STATE

POSTAL/ZIP CODE

EMAIL

PHONE

RELEASE OF LIABILITY, WAIVER OF CLAIMS AND ASSUMPTION OF RISKS. BY ACCEPTING A RACE NUMBER YOU WILL WAIVE CERTAIN LEGAL RIGHTS, INCLUDING THE RIGHT TO SUE. PLEASE READ CAREFULLY.

I have read the conditions of entry for The Lewiston Ultra Event(s) and I understand and agree to be bound by them. I know that participating in a trail race is a potentially hazardous activity and that I should not participate unless I am medically able and properly trained. I also understand that although traffic control will be provided, there may be traffic on the course. I assume any and all risks associated with participating in the race, including but not limited to falls, injury, contact with other participants, vehicles, traffic, drones, animals or persons, the effects of the weather including high heat or extreme cold, and the condition of the racing surfaces. Knowing these risks and in consideration of the acceptance of my entry in this race, I hereby remise, release, indemnify, forever discharge and hold harmless The Lewiston Ultra Inc. and any and all participating race sponsors and supporters and directors, permit issuers, officers, employees, volunteers, and agents of such parties from and against any and all existing and future claims, actions, costs, suits, demands and/or liability (including reasonable solicitor fees and legal costs) for loss, harm, damages, cost or expense, including without limitation costs, injuries, accidents, losses and damages related to personal injuries, death, damage to, loss or destruction of property, rights of publicity or privacy, defamation, or portrayal in a false light, or from any and all claims of third parties without limitation, which I, my participating child, my heirs, executors, administrators, personal representatives, successors or assigns, now have, or may hereafter have, arising out of the negligence of the Releasees, and/or the use broadcast, distribution, exhibition or exploitation of any recordings, photographs, videotapes of me or other record of this event and/or my participation in this event or related events. The Releasees shall not be responsible for any of my actions while I am participating in The Lewiston Ultra Event(s) or in any related events, and I hereby assume all risk of injury, illness, disease or death or other damage which may arise in connection therewith. I further hereby grant full permission to The Lewiston Ultra Inc. and/or agents authorized by them, to use my name and/or likeness, and/or photographs, videotapes, motion pictures, recordings, or any other record of this event, of me, for any legitimate purpose related to The Lewiston Ultra Inc., without any compensation to me. I HEREBY ACKNOWLEDGE HAVING READ THIS RELEASE AND WAIVER AND BY AGREEING BELOW I UNDERSTAND AND ACCEPT ITS TERMS.

SIGNATURE

DATE

EMERGENCY CONTACT NAME

EMERGENCY CONTACT PHONE

LINK TO GOOGLE MAP:

[https://www.google.ca/maps/place/Klahani+Park/@50.6990104,-](https://www.google.ca/maps/place/Klahani+Park/@50.6990104,-119.2145508,2446m/data=!3m1!1e3!4m5!3m4!1s0x537ef4bc1e39967f:0xc82df4841f2eea56!8m2!3d50.6933718!4d-119.2119646)

[119.2145508,2446m/data=!3m1!1e3!4m5!3m4!1s0x537ef4bc1e39967f:0xc82df4841f2eea56!8m2!3d50.6933718!4d-119.2119646](https://www.google.ca/maps/place/Klahani+Park/@50.6990104,-119.2145508,2446m/data=!3m1!1e3!4m5!3m4!1s0x537ef4bc1e39967f:0xc82df4841f2eea56!8m2!3d50.6933718!4d-119.2119646)



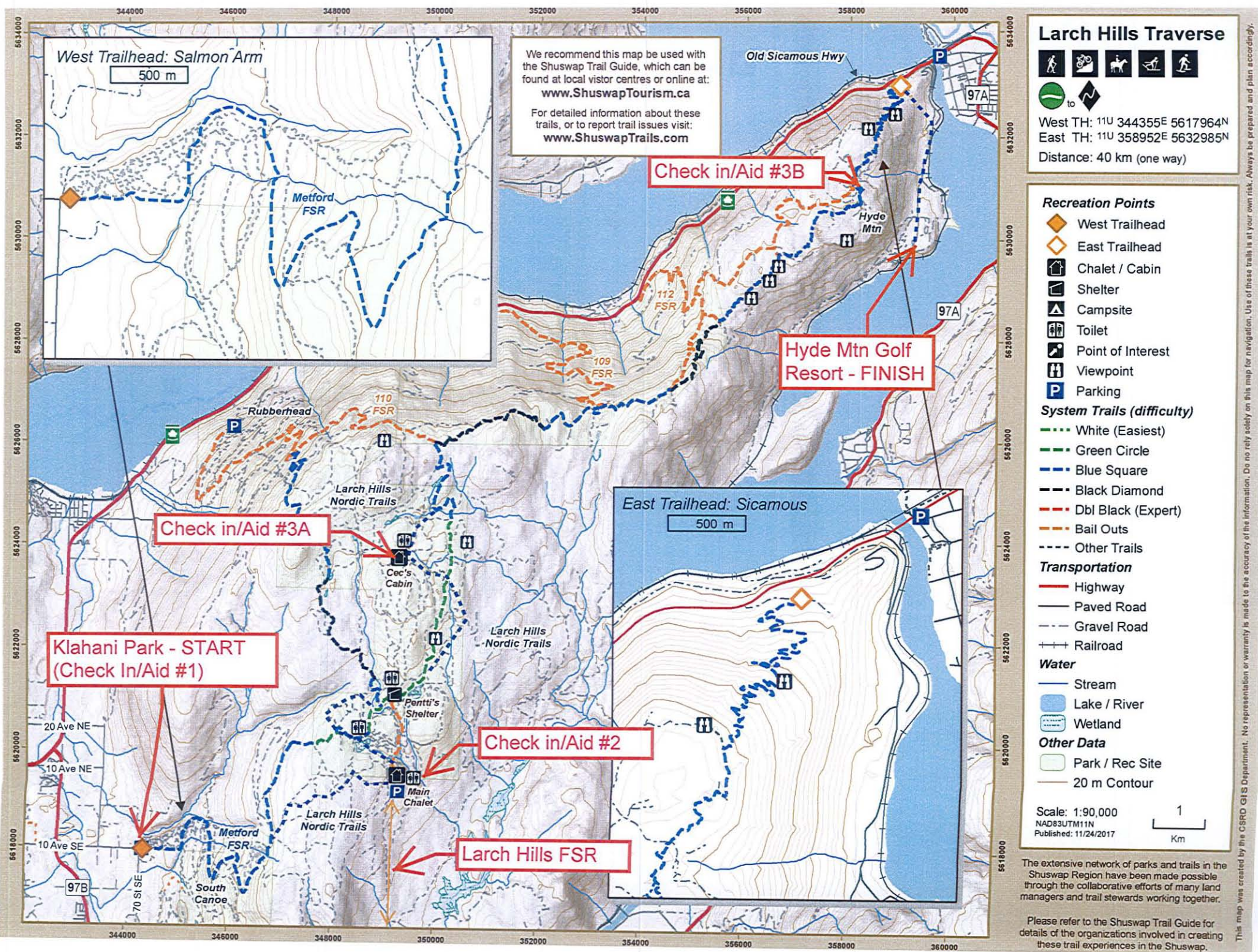
FROM
HWY 97B



*** NO PARKING AT KLAHANI PARK; PLEASE PARK IN THE OVERFLOW RACE DAY PARKING LOT**

***PLEASE DO NOT PARK ON THE STREET AS IT CREATES CONGESTION & WE WANT TO BE WELCOMED BACK FOR YEARS TO COME**

***RACE DAY PARKING LOT OPENS @ 6:30AM & IS LOCKED @ 10PM**



Larch Hills Traverse



West TH: 11U 344355E 5617964N
 East TH: 11U 358952E 5632985N
 Distance: 40 km (one way)

We recommend this map be used with the Shuswap Trail Guide, which can be found at local visitor centres or online at: www.ShuswapTourism.ca
 For detailed information about these trails, or to report trail issues visit: www.ShuswapTrails.com

Recreation Points

- West Trailhead
- East Trailhead
- Chalet / Cabin
- Shelter
- Campsite
- Toilet
- Point of Interest
- Viewpoint
- Parking

System Trails (difficulty)

- White (Easiest)
- Green Circle
- Blue Square
- Black Diamond
- Dbl Black (Expert)
- Bail Outs
- Other Trails

Transportation

- Highway
- Paved Road
- Gravel Road
- Railroad

Water

- Stream
- Lake / River
- Wetland

Other Data

- Park / Rec Site
- 20 m Contour

Scale: 1:90,000
 NAD83UTM11N
 Published: 11/24/2017



The extensive network of parks and trails in the Shuswap Region have been made possible through the collaborative efforts of many land managers and trail stewards working together.

Please refer to the Shuswap Trail Guide for details of the organizations involved in creating these trail experiences in the Shuswap.

This map was created by the CSRD GIS Department. No representation or warranty is made to the accuracy of the information. Do not rely solely on this map for navigation. Use of these trails is at your own risk. Always be prepared and plan accordingly.

From: Jen Bellhouse

Sent: January 13, 2020 10:12 AM

To: Jen Bellhouse

Subject: News Release - West Bay Connector Working Group Memorandum of Understanding

Good Morning,

Please find attached a new release regarding the upcoming signing of the memorandum of understanding for the West Bay Connector Trail.

Please do not hesitate to contact me if you have any questions or require additional information.

All the best,
Jen

--

Jen Bellhouse

The Shuswap Trail Alliance

250-804-3530

associatedirector@shuswaptrails.com

www.shuswaptrailalliance.com

News Release

Updated: January 13, 2020

A safe connection between the City of Salmon Arm and neighbouring Indigenous band lands takes a giant leap forward with the signing of a memorandum of understanding on the West Bay Connector Trail in January.

An agreement to work collaboratively has been made by members of the West Bay Trail Working Group, which is comprised of the Neskonlith Band, Adams Lake Band, City of Salmon Arm, Columbia Shuswap Regional District, Interior Health, CP Rail, the MLA, the MP, Province of BC, Switzmalph Cultural Society and the Shuswap Trail Alliance.

That commitment to construct a walkway from the Salmon Arm Bay to Tappen, is supported by the Little Shuswap Lake Indian Band and will be set in ink when officials with the City of Salmon Arm, Neskonlith and Adams Lake Indian Band meet at Pierre's Point January 31 to sign the memorandum of understanding.

Kukpi7 (Chief) Clifford Arnouse of the Adams Lake Indian Band, when asked what the project meant to him, said "Lots of good health benefits and safety for our people as well as connecting to our cultural things and bringing people together in the outdoors. Not only locally but internationally which is great. Cultural names and place names will be used which will get our story out with more facts. We can show the environment and how we are trying to look after it as naturally as we can".

Kukpi7 Judy Wilson, of the Neskonlith Indian Band, acknowledges and supports the decades of work those who have championed the regional trails and safety for our communities. The trail signifies the building of connections between our communities and provides a safer pathway for work, school, shopping, exercising and getting outdoors. The salmon arm delta is one of the pristine and key habitat areas for birds, animals, aquatic plants and fisheries.

The signing helps realize a 40-year dream held by Neskonlith elder Louis Thomas, a dream that was embraced by Shuswap Trail Alliance 15 years ago.

When asked what this project meant to him Louis responded that, "I hope that maybe this time it's a success, I've working for so many years all about the safety for our people. To me it's about all the lives that were lost on there and when you look back, we don't even have the absolute numbers seems like every other year someone has passed away on there. I see other benefits that come with it, originally it was about safety of people, and now I want people to enjoy what the delta has to offer, the loons, otters, and ducks".

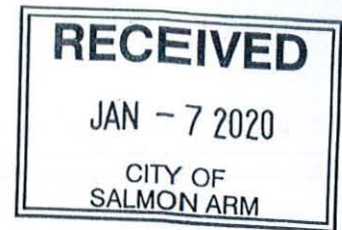
More than 40 people have died on the CP Rail tracks that form the only direct connection between Salmon Arm and First Nations lands to the west. Despite the risk, many people prefer to take the shorter train route than the Trans-Canada Highway.

The City of Salmon Arm included the connector and recreational trail in its Greenway Strategy, official community plan, and corporate strategic plan in 2011. And multi-use trails within communities and along the foreshore have been included in Adams Lake and Neskonlith land-use plans. The Mayor of Salmon Arm, Alan Harrison, said, "We appreciate this partnership with our Indigenous neighbours, to help move us one step closer to realizing a regional trail system around the bay and westward to Tappen and beyond."

Given the extensive use of the foreshore trail connecting Salmon Arm and Raven, the West Bay Trail is expected to be popular with residents and visitors.

Next steps in building the trail will be sourcing funds to support planning, including archeological, cultural and environmental assessments.

The public is invited to join us at 1:00pm on Friday, January 31st at Pierre's point to witness this momentous occasion.



December 30, 2019

His Worship Ken Christian
Mayor of the City of Kamloops
7 Victoria Street West
Kamloops BC V2C 1A2

Dear Mayor Christian:

Thank you for your September 24, 2019 correspondence; I am writing in follow-up to this and the topics you and your colleagues raised in our September 13, 2019 meeting.

I appreciate your concerns with respect to provincial resource levels in the RCMP's Southeast District. My ministry is aware of the pressures on RCMP front-line policing and continues to work with the RCMP as well as internally to government to address these issues. The Province will be providing funding to the RCMP to acquire an additional 30 cadets, which will be allocated to the BC Provincial Service to augment front-line policing at provincial detachments with the highest risk, greatest need. The additional provincial funding will also include the creation of the Provincial Support Team (PST). The PST will provide mobile, responsive support to provincial detachment Units in the Southeast District experiencing emergent front-line resourcing pressures such as those resulting from vacancies, emergencies, or other events. Provincial RCMP resourcing in the Southeast District will benefit as a result of this investment.

With respect to Keep of Prisoners (KOP), the annual operating budget is held by BC Corrections. I understand BC Corrections has had discussions with you with respect to the City of Kamloops' concerns. While the existing \$4.3M KOP budget and municipality funding formula are fixed, BC Corrections has indicated to the Union of British Columbia Municipalities (UBCM) that we would be open to discussing UBCM-endorsed proposals to revise the current funding model. To date, UBCM has not made any proposals.

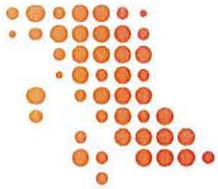
Lastly, although I am aware that the RCMP has previously explored options with respect to Emergency Response Team (ERT) service delivery in the Southeast District, at this time, I have not been provided with a formal proposal from the RCMP proposing organizational structure changes. I can assure you that any proposal from the RCMP on this topic will be carefully considered.

Sincerely,

Mike Farnworth
Minister of Public Safety
and Solicitor General

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January 15, 2020

Sent via email/eFile

**BCUC REVIEW OF TES REGULATORY FRAMEWORK
GUIDELINES EXHIBIT A-3**

Re: British Columbia Utilities Commission – Review of Thermal Energy Systems Regulatory Framework Guidelines – Project No. 1599043 – TES Guidelines Review Information

I am writing to inform you of the British Columbia Utilities Commission (BCUC) Review of the Thermal Energy Systems Guidelines (TES Guidelines). More information about this review is outlined below, we would welcome your participation in this process.

Thermal Energy Systems (TES) in British Columbia are regulated by the BCUC. The BCUC has a scaled framework for these systems, which is outlined in the TES Guidelines. The TES Guidelines describe the regulatory framework for TES and are intended to inform persons who own or operate a thermal energy system of the regulatory requirements to construct and operate TES.

The TES regulatory framework also provides some TES with exemptions from the *Utilities Commission Act*, depending on the capital cost and other criteria.

What are Thermal Energy Systems (TES)?

TES consist of equipment or facilities for the production, generation, storage, transmission, sale, delivery or provision of heat, hot water and/or cooling from one or more thermal energy sources and through a distribution system. Thermal energy sources may include waste heat, renewable (solar, ground/water source or air source heat pumps, geothermal, biomass etc.) or non-renewable energy sources. A thermal energy system can serve one building or it can serve multiple buildings as part of a district energy system.

Review of the Thermal Energy Systems (TES) Guidelines

The Review of the TES Guidelines (Review) will provide an opportunity to assess any changes in the thermal energy market, lessons learnt, housekeeping amendments and any other matters relevant to the BCUC's regulation of TES. The scope of the Review will be limited to TES.

The TES Guidelines cover:

- Definition of TES and TES providers
- Role of the BCUC
- Categories of TES
- Description of TES regulation and exemptions

The current TES Guidelines were approved and issued by the BCUC on August 28, 2014, with further amendments made on March 2, 2015. The BCUC is reviewing the TES Guidelines as five years have passed since they were first issued. The TES Guidelines are available on the BCUC's website at

<https://www.bcuc.com/resources/guidelines.html>

How to Get Involved

- **Request Intervener Status**
The BCUC encourages industry stakeholders to participate as interveners to provide valuable insight and perspective. Intervenors can file evidence, ask questions and make submissions on the process. To request intervener status, visit <https://www.bcuc.com/forms/request-to-intervene.aspx> before the deadline of January 31, 2020.
- **Register as an Interested Party**
Sign up as an Interested Party to register your name on the public evidentiary record and receive email notification of all evidence presented.
- **Submit a Letter of Comment**
Letters of Comment are intended for any member of the public to contribute their views and opinions about an application or issue under consideration by the BCUC.

About the BCUC

The BCUC is an independent regulatory agency of the Government of British Columbia that is responsible for regulating BC's energy utilities, the Insurance Corporation of BC's compulsory automobile insurance rates, intraprovincial pipelines and the reliability of the electrical transmission grid. We work hard to ensure British Columbians get value from their utilities with safe, reliable energy services and fair energy and basic auto insurance rates, while ensuring the entities we regulate have the opportunity to earn a fair return on their capital investments.

Find Out More

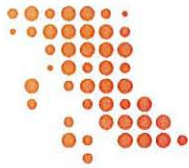
Learn more about getting involved in the Review by visiting www.bcuc.com/get-involved or the [Review webpage](#) or contacting the Commission Secretary at commission.secretary@bcuc.com.

Sincerely,

Original signed by:

Patrick Wruck
Commission Secretary

LJ/jo



What are Thermal Energy Systems (TES)?

A TES consists of equipment or facilities for the production, generation, storage, transmission or distribution of heat, hot water and/or cooling from one or more thermal energy sources.

Energy sources may include waste heat, renewable (solar, geexchange, biomass etc.) as well as non-renewable energy sources.

The BCUC has approved a **scaled framework to the regulation of TES**, in which oversight increases with the size and scope of the TES:

Exempt TES

- Has a capital cost ≤ \$500,000; or
- Is owned and operated by a Strata Corporation that supplies the Strata Corporation's owners

Exempt from active regulation by the BCUC.

Stream A TES

- On-site TES with initial capital cost above \$500,000 but less than \$15,000,000; and
- Includes a number of other specific characteristics outlined in the TES Guidelines

Exempt from capital planning and rate regulation by the BCUC.

Stream B TES

- A TES that does not meet the requirements of Exempt or Stream A TES

No exemptions, actively regulated by BCUC as a public utility.

Under the *Utilities Commission Act (UCA)*, a person who owns and/or operates a TES for compensation (TES provider) is considered a public utility.

The UCA excludes a municipality or regional district providing services within its own boundaries from the definition of public utility and, therefore, from regulation by the BCUC.

What are the TES guidelines?

The *TES Guidelines* provide an outline for how TES providers are regulated in British Columbia. The guidelines cover:

- Definition of a TES and providers
- Role of the BCUC
- Categories of TES
- TES regulation and exemptions

The *TES Guidelines* are available on the BCUC's website at bcuc.com/resources/guidelines.

Registration requirements

There are no registration requirements for persons owning or operating an exempt TES.

All other TES providers must file a registration form (Stream A) or a Certificate of Public Convenience and Necessity (CPCN) application (Stream B) with the BCUC. BCUC approval is required prior to the construction, purchase or operation of the TES.

Stream A registration forms are available on the BCUC's website at bcuc.com/resources/forms. Any questions regarding registration or application can be sent to the BCUC.

Email: TES@bcuc.com
Phone: 604.660.4700



BCUC Review of Thermal Energy Systems Regulatory Framework Guidelines

About the Review

The British Columbia Utilities Commission (BCUC) is conducting a review of the Thermal Energy Systems (TES) Regulatory Framework Guidelines (TES Guidelines) (the Review). The current TES Guidelines were approved and issued by the BCUC on August 28, 2014, with further amendments made on March 2, 2015.

The BCUC is reviewing the TES Guidelines as five years have passed since they were first issued. The scope of the Review is limited to the TES Guidelines and thermal energy systems, as defined in section 1.2 of the TES Guidelines. It will provide an opportunity to assess any changes in the thermal energy market, lessons learnt, housekeeping amendments and any other matters relevant to the BCUC's regulation of thermal energy systems.

Background

A TES consists of equipment or facilities for the production, generation, storage, transmission or distribution of heat, hot water and/or cooling from one or more thermal energy sources. Thermal energy sources may include waste heat, renewable (solar, geothermal, biomass etc.) as well as non-renewable energy sources. A TES can serve one building or it can serve multiple buildings as part of a district energy system.

Under the *Utilities Commission Act* (UCA), a person who owns and/or operates a TES to provide heating or cooling to the public or a corporation for compensation (TES provider), is considered a public utility. The UCA sets out the BCUC's duties and authority for the regulation and general supervision of public utilities in British Columbia.

The UCA excludes a municipality or regional district providing services within its own boundaries from the definition of public utility and therefore, from regulation by the BCUC.

The TES Guidelines govern how TES providers are regulated in British Columbia. The guidelines cover:

- Definition of a TES and providers
- Role of the BCUC
- Categories of TES
- TES regulation and exemptions

The TES Guidelines are available on the BCUC's website at bcuc.com/resources/guidelines.html

The BCUC will host a workshop on the following date:

Wednesday April 1, 2020 | 9 a.m.

Allwest Reporting – BCUC Hearing Room
12th Floor, 1125 Howe Street in Vancouver, BC

This workshop will be continued, if required, on:

Thursday, April 2, 2020 | 9 a.m.

Allwest Reporting – BCUC Hearing Room
12th Floor, 1125 Howe Street in Vancouver, BC

Review Process

The BCUC is seeking written submissions from participants on the draft terms of reference, which are available on the Review's proceeding page, by **Friday, February 14, 2020**. In preparation for the workshop, the final terms of reference for the Review will be issued on **Wednesday, March 11, 2020**.

The workshop is an opportunity for participants to provide input for the Panel's consideration on the matters within the terms of reference of the Review. The workshop will be led by BCUC Staff and the Panel will be in attendance. If desired, participants will be able to provide written submissions at any time up to one week after the workshop. The workshop will be transcribed.

Get Involved



Request to Intervene

Interveners are able to file evidence, ask questions and make submissions on process. A **Request to Intervene** can be submitted on the BCUC website. The deadline to request intervener status is **Friday, January 31, 2020.**



Submit a Letter of Comment

Stakeholders who do not wish to intervene may participate by submitting a **Letter of Comment** on the BCUC Website. Letters of Comment will be posted on the Review's proceeding webpage.



Register as an Interested Party

Interested parties may register with the BCUC to receive automated email notifications of all documents posted by the BCUC to the Review's webpage.

Timeline



December 20, 2019
TES Review Process Initiated



January 31, 2020
Intervener Registration Deadline



February 14, 2020
Participant Comments on Draft Terms of Reference



March 11, 2020
Final Terms of Reference Issued



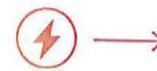
April 1, 2020
Workshop
April 2, 2020
Workshop (if required)



April 9, 2020
Intervener written submissions on items within the scope of the Terms of Reference



April 23, 2020
Intervener submissions on further process and notification of intent to file intervener evidence



TBD
Further Process

About the BCUC

The BCUC is an independent regulatory agency of the Government of British Columbia that is responsible for regulating BC's energy utilities, the Insurance Corporation of BC's compulsory automobile insurance rates, intra-provincial pipelines and the reliability of the electrical transmission grid. We work hard to ensure British Columbians get value from their utilities with safe, reliable energy services and fair energy and basic auto insurance rates, while ensuring the entities we regulate have the opportunity to earn a fair return on their capital investments.

British Columbia Utilities Commission
Suite 410, 900 Howe Street
Vancouver, BC Canada V6Z 2N3

Phone: 604.660.4700
BC Toll-free: 1.800.663.1385
Fax: 604.660.1102
Email: commission.secretary@bcuc.com

From: Rural Evidence Review <rer.crhr@ubc.ca>
Sent: Friday, January 17, 2020 1:03 PM
Cc: Carthew, Christine <christine.carthew@ubc.ca>
Subject: UBC Rural Evidence Review Project-Follow Up

Dear community members,

I am writing to you from the Centre for Rural Health Research, within UBC's Department of Family Practice, to share information about an ongoing research study to understand rural and remote community priorities for health care across British Columbia: the Rural Evidence Review (led by Dr. Jude Kornelsen). The Rural Evidence Review (RER) has funding under Canada's Strategy for Patient-Oriented Research and through the Rural Coordination Centre of B.C. to work with rural citizens to provide high-quality and useful evidence for rural health care planning in BC. To do this, we ask rural citizens about the health care priorities that matter the most to their communities and share what we learn with policy- and decision-makers, and rural communities across BC.

Through telephone interviews and an online survey, our team has heard from approximately 1,500 people across 211 rural BC communities about their health care needs and priorities. At this link: bit.ly/RERsurveysummary, you will find a summary write-up of the survey findings and a map of the survey responses across the province. Please also note that this survey is ongoing and will remain active until the project's end, March 2021. The survey is available here: bit.ly/ruralevidencereview.

We heard from survey participants about the difficulties that they experienced when travelling to other communities for care, including financial costs to patients and their families (costs that are not often considered when services are planned). To follow up, we have created a survey to understand patients' out-of-pocket costs when travelling for health care. The voices and experiences of rural citizens-patients are critical for health care planning. We will use the findings to create a complete understanding of what it costs when health services are not available locally. As always, we will share the findings with the Health Authorities and the Ministry of Health, and rural communities across BC. The survey is available until January 31, 2020 and can be accessed here: bit.ly/CostsRural.

We would be most appreciative if you could share information about both surveys, including the initial findings of the first survey and links to access both surveys, with the residents of your community.

Thank you for your support for this work to improve rural health services in BC.

Sincerely,

The RER Team

Principal Investigator:

Jude Kornelsen, PhD

Associate Professor, Department of Family Practice, University of British Columbia (UBC)

Co-Director, Centre for Rural Health Research

E: jude.kornelsen@familymed.ubc.ca

T: (250) 653-4325



Research Coordinator:

Christine Carthew, MPH

Centre for Rural Health Research, Department of Family Practice, UBC

E: christine.carthew@ubc.ca

T: (604) 827-2193

I acknowledge that my place of work is located within the ancestral, traditional and unceded territory of the x^wməθk^wəyəm (Musqueam) First Nation.



Centre for Rural Health Research

rigorous evidence for sustainable rural health services





Centre for Rural Health Research

rigorous evidence for sustainable health services

RER

Rural Evidence Review

August 2019



Word cloud of main themes from survey responses.

An Investigation of Rural Citizen-Patient Priorities for Health Planning

Findings from the Rural Evidence Review Survey



About the Rural Evidence Review

The Rural Evidence Review (RER) project is a joint initiative between the Centre for Rural Health Research (Department of Family Practice, University of British Columbia) and the Rural Coordination Centre of British Columbia. The RER is funded under Canada's Strategy for Patient-Oriented Research (Canadian Institutes for Health Research). The goal of the project is to work with rural citizens-patients-communities to provide high quality and useful evidence for rural health services planning in British Columbia, Canada. To do this, we: (1) ask rural citizens-patients-communities about the health care priorities that matter most to them and their communities, (2) review the international evidence to learn about best practices from other jurisdictions, and (3) share what we learn with policy- and decision-makers and rural communities across the province.

About the RER Survey

The Rural Evidence Review Team developed a brief, anonymous online survey to learn about rural citizen-patient-community priorities for health care in British Columbia. The survey link has been distributed widely through rural community Facebook pages, local community media (newspapers and radio stations) and Chambers of Commerce, reaching more than 200 rural and remote communities across the province. As of August 2019, more than 1,500 survey responses have been received.

The survey is ongoing and will be available until March 2021 (i.e., the end of the project). The survey is available here: <http://bit.ly/ruralevidencereview>

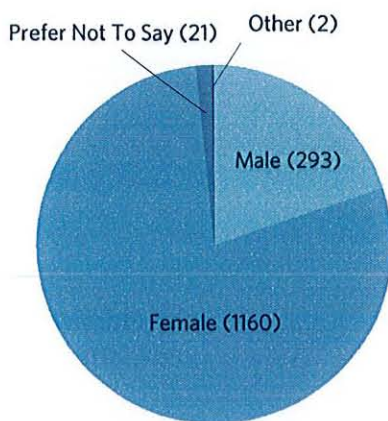
2018-2019 Outreach Survey Findings¹

Number of Responses	1476
Number of Communities	211

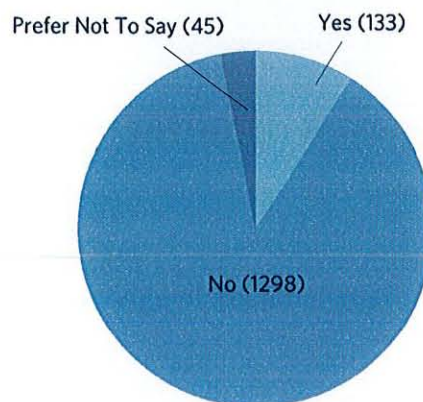
Age of Respondents	
Average	52 Years
Range	16-89 Years

Time Living in the Community	
Average	21.25 Years
Range	1 month – 83 Years

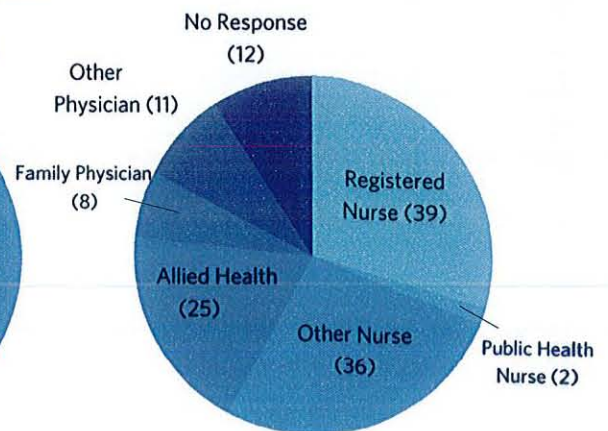
Gender



Are you a paid health care provider?



Provider Type



¹Data from April 16, 2018 to July 10, 2019.

Demographics & Ecology

- Communities have wide age ranges, requiring a wide range of services.
- Communities are growing and need services to grow as well.
- The mountainous terrain and dangerous weather make travelling to other communities for care very difficult.
- Island communities are dependent on ferry services to access care.
- Communities with strong tourist industries have higher needs for health care during peak seasons, when wait times increase dramatically.
- Some communities feel that they are the source of health care services for too many neighboring communities, making it hard for local citizens to access care.

Difficulties Travelling for Care

Respondents cited the following difficulties associated with travelling outside of their community for care:

- Many rural communities are lacking in local or nearby health services.
- Rural citizens face physical and financial barriers when travelling for health care.
- Some communities have a high incidence of emergencies and fear that they will not be able to access care fast enough in the case of an emergency.
- Expectant mothers from some communities need to pay for lodging outside of their community for up to four weeks prior to delivery, and have to travel hours to a neighbouring community with maternity services should they go into labour early.
- Rural citizens feel that there needs to be better recognition of mental health and addiction issues, and more local services tailored toward mental health and substance use care.
- Many respondents do not have family physicians and end up relying on emergency services for non-emergency issues. The high turn-over rate of rural physicians leads to a lack of continuity of care.
- A lack of local home care or long-term care facilities forces seniors to leave their home community in the final stages of their lives, placing them far from family and friends. Many seniors also spend long periods of time in the hospital waiting for a long-term care bed, reducing the amount of vacant hospital beds. Seniors cannot always afford to move to another community for care and struggle to travel long distances for care.
- Patients are often referred outside of their rural community for specialist, diagnostic and testing services, and experience long wait times for care.

Consequences of a Lack of Local Care

Respondents cited the following consequences associated with a lack of local access to care:

- Avoiding or missing treatment as a result of the difficulties and costs associated with needing to travel for care.
- A lack of local care negatively impacts the integrity of the community, as many citizens move to be closer to health services.
- Needing to leave the community for care leads to patients going through treatment and recovery away from their support networks (family, friends, etc.).

Expand, Increase or Improve Local Availability of Health Services

Respondents recommended to:

- Improve the local availability of a variety of care types.
- Expand the opening hours of medical facilities.

- Improve the quality of care provided, including through improvements in management:
 - Better communication and collaboration among health care provider
 - Review and/ or improve policies and procedures
- Improve opportunities for community participation and community-led initiatives.
- Improve the quality and availability of local equipment and facilities, by improving funding to the local health care system.
- Create walk-in clinics or community health centres to reduce patients' reliance on emergency services, wait times, and the need to travel outside of the community for care.

Increase the Local Workforce (Size and Capacity)

Respondents recommended the following to improve the size and capacity of the local workforce:

- Increase the number of local providers through enhanced recruitment and retention efforts, including:
 - Improve attraction or advertising of the rural community
 - Improve working conditions or contracts for providers
 - Improve or facilitate finding housing in the community
 - Provide incentives, financial or otherwise
- Improve the roles or capacity of health care providers other than physicians, such as nurse practitioners and community nurses.
- Increase spots in medical schools and prioritize training local rural students.

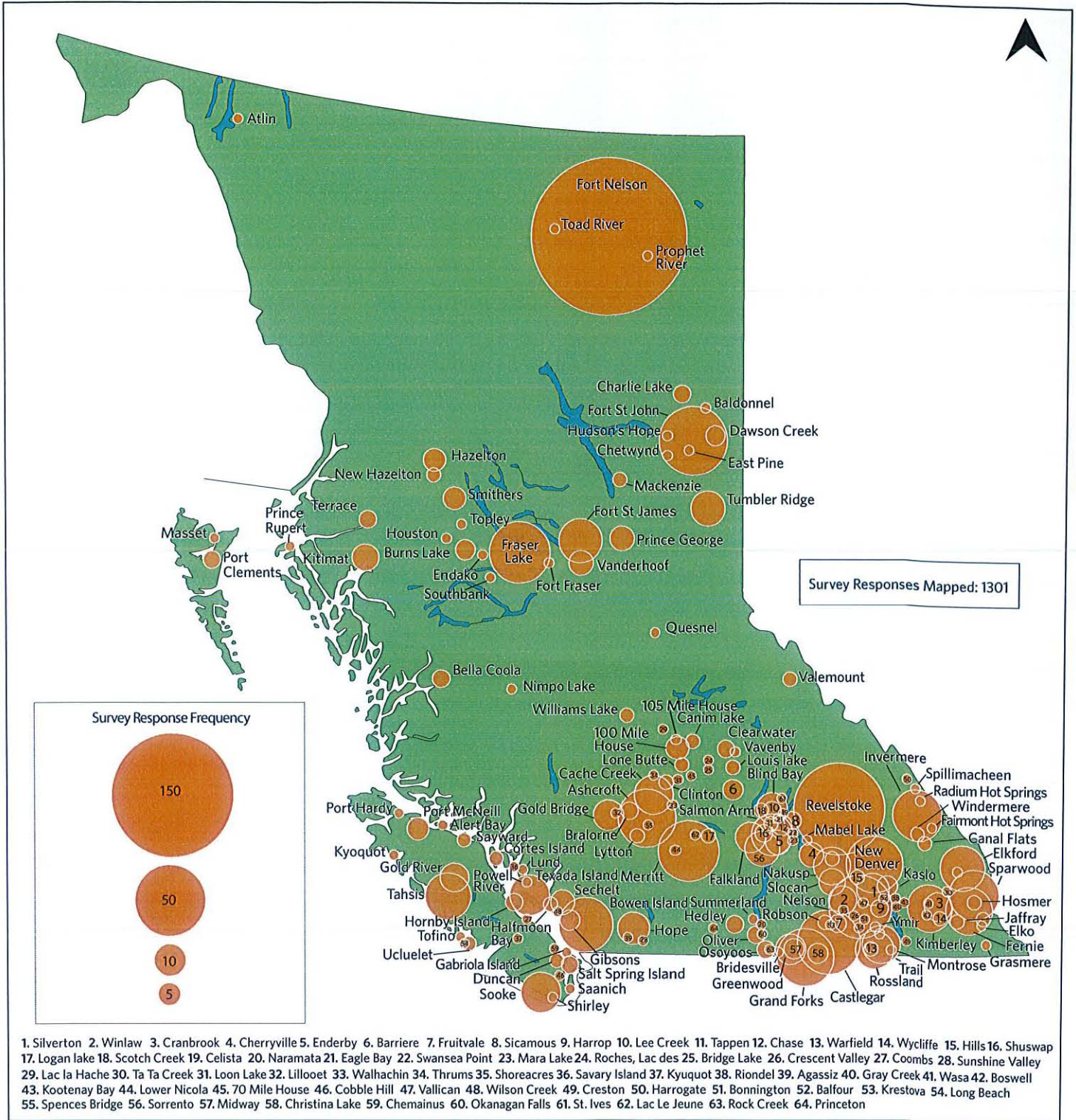
If Local Care Cannot Be Increased, Improve Access To Care

Respondents recommended the following to improve access to care:

- Regular visits to the community from visiting providers, to reduce the need for residents to travel to access care (note, this can include mobile clinics).
- Allow inter-provincial care for communities closer to services in Alberta.
- Incorporate more technology into medical services through the use of telehealth services (note, this may involve improving internet connectivity and cell phone networks across rural and remote B.C.).
- Improve transport services to and from medical care outside of the community.
- Provide funding for patients needing to travel for care and for families needing to relocate for care.

Survey Response Map

British Columbia, Canada



Data Source: Centre for Rural Health Research, Abacus Dataverse Network, Data BC Catalogue, Google Maps

Created on 14th June, 2019 by: CRHR | Department of Family Practice | UBC

Updated on 18th July, 2019

Data Collected from: April 16th, 2018 - July 9th, 2019



Centre for Rural Health Research
Department of Family Practice, University
of British Columbia
320-5950 University Boulevard
Vancouver, BC V6T 1Z3
<http://crhr.med.ubc.ca>

Contact:
Christine Carthew, Coordinator
christine.carthew@ubc.ca



@centreforruralhealthresearch



@CRHR_Public





Have you had to travel for health care?

If you were 19 years of age or older AND living in a rural BC community when you had to travel to access health care, we would like to hear from you!

We invite you to complete a 15-25 minute anonymous online survey for a research study on experiences and costs for rural patients accessing health care.

Everyone who completes the survey will be entered into a draw for one of three **Amazon gift cards, valued at \$50, \$150, and \$250!**

Survey link:
[Bit.ly/CostsRural](https://bit.ly/CostsRural)

The researchers conducting this study are Drs. Jude Kornelsen and Asif Khowaja (University of British Columbia). The "Rural Surgical and Obstetrical Networks (RSON) Evaluation Study" is funded by the Joint Standing Committee for Rural Issues. Please contact Eva Sullivan at eva.sullivan@ubc.ca or 604-827-2147 for more information.