

B.C. on the Move: Engagement Meeting Notes

NOVEMBER 18, 2014

10:00 AM

CACHE CREEK

ATTENDEES/AFFILIATION	Mike Anderson, Skeetchestn Indian Band Vi Antoine, High Bar Indian Band
MOTI REPRESENTATIVES	Mike Lorimer, Regional Director, Southern Interior Region, Ministry of Transportation and Infrastructure (MoTI)
NOTE TAKER	Kai-lani Rutland, Kirk & Co. Consulting Ltd.
KEY THEMES (3-6)	
1)	Engagement with MoTI: Participants expressed a desire for increased participation and opportunities to work with MoTI on projects.
2)	Highways: Participants expressed a need for continued investments on the highway between Kamloops and Cache Creek to address reliability and safety issues. Participants asked that both long-term investments, such as bypasses, and short-term investments to increase safety, be outlined in the 10-year plan.
3)	Side roads: Participants were supportive of increased investments to side roads.
4)	Rail: Participants recognized the importance of CN and CP rail in the region and discussed the need for a productive working relationship.
CHALLENGES AND OPPORTUNITIES	
	<ul style="list-style-type: none"> Continued investments to Highway 97 and side roads are a priority for the region and are important in supporting economic development.
MOVING FORWARD – STRATEGIES	
1)	Moving People and Goods Safely and Reliably
	<ul style="list-style-type: none"> Ongoing investment for Highway 97 and the Trans-Canada is important for safety and reliability. The region recognized the importance of continued investments in these highways to address congestion, safety and facilitate economic growth in the region. Participants indicated that side roads and bypasses are a priority for many of the communities in the region and that additional investments are needed to increase passing lanes and shoulder width. Investments in side roads and public transportation are important for the further development of the region's tourism industry.
2)	Growing the Economy
	<ul style="list-style-type: none"> Economic development is directly connected to the ability to move goods and services. Ongoing investments in Highway 97 and the Trans-Canada are vital for economic development in this region.
3)	Connecting and Strengthening Communities
	<ul style="list-style-type: none"> Investments to improve connections between communities are needed in this region.
4)	Maximizing Collaboration and Investment with Partners and Stakeholders
	<ul style="list-style-type: none"> Participants noted that maximizing collaboration with First Nations and the Province is critical. Partnership and collaboration are necessary for continued investment in infrastructure and increased opportunities for First Nations.
TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS	
	<ul style="list-style-type: none"> Increased collaboration between First Nations and the Ministry to create more working opportunities for First Nations is a priority. Participants prioritized continued investments in Cariboo Connector four-laning. Investments in side roads are needed to improve safety and conditions.
ADDITIONAL COMMENTS/DISCUSSION	
	<ul style="list-style-type: none"> A participant from High Bar Indian Band expressed appreciation for the Kicking Horse Bridge and noted that it was a great project. A participant noted that concerns for Clinton include the infrequent unscheduled grading of Meadow Lake and Mound Roads which are used frequently by farmers, school buses and ranchers. The participant noted that the roads had only been graded once this year. A participant requested that the Ministry look at improvements to Kelly Lake Road which is in need of repairs. The participant noted that there are safety concerns with the road due to multiple serious accidents that have occurred along that road. A participant noted that First Nations members are often given flag operations jobs with ministry projects but would prefer to be able to access equipment operator positions. The participant expressed that First Nations are interested in more

<p>opportunities to work with the Ministry and would focus on earning certificates in specific work areas if they knew the opportunities were available. They are interested in training programs in the communities.</p>
<ul style="list-style-type: none"> • A participant from High Bar Indian Band noted that the Chief is interested in sitting down with BC and CP rail to discuss rail that crosses through their territory. This participant indicated that there are concerns that with increased work near the Fraser River because of Mount Polley there is pollution flowing past their territory. The participant noted that programs related to the cleanup should have First Nations involvement and should provide the First Nations communities with work opportunities.
<ul style="list-style-type: none"> • A participant from Skeetchestn Indian Band expressed concern with the closure of the road to the work yard in Savannah. The participant indicated that the strength of the community relied on the opportunities those roads supported and requested that access to yard be opened up again. In addition, the participant noted that with the privatization of highway maintenance, maintenance standards have gone down.
<ul style="list-style-type: none"> • A participant from Skeetchestn Indian Band noted that the Province cannot run B.C. without small town B.C. and stated that the province should continue to invest in this region's transportation network.
<ul style="list-style-type: none"> • A participant from Skeetchestn Indian Band noted concerns with the current highway connections between Cache Creek, Vancouver and Calgary most notably around Hoffman's Bluff and 6 Mile Road. There needs to be continued investment into four-lane the Cariboo Connector and address issues with side road safety. The participant reiterated the importance of the highway network for economic development in the region.
<ul style="list-style-type: none"> • A participant from High Bar Indian Band noted that there are safety concerns with the road leading to Spence's Bridge and that there is often icy patches that need to be sanded.
<ul style="list-style-type: none"> • A participant from High Bar Indian Band indicated that because Cache Creek can be a bottleneck, most traffic ends up using the Coquihalla, turning Cache Creek into a ghost town. Businesses aren't active because there is no traffic coming through the city centre. The participant noted the importance of four-laning this stretch of highway to address the bottleneck issues and support economic development.
<ul style="list-style-type: none"> • A participant from Skeetchestn Indian Band indicated that often side roads are not well maintained in the winter, leaving roads like Tunkwa Lake Road very icy and dangerous. The participant requested that additional maintenance and alternative maintenance methods (not using salt) be used.
<ul style="list-style-type: none"> • A participant noted a safety issue on Tunkwa Lake Road where trucks have to cut through traffic at the intersection and asked that the Ministry address the safety issues.
<ul style="list-style-type: none"> • A participant from Skeetchestn Indian Band indicated that with projects such as the inland port in Ashcroft, the Province will have to continue to invest in the region's transportation network to be able to support industry and better connect communities. The participant noted that Cache Creek and Ashcroft are communities that have taken a hit in the last few years and are in need of industry.
<ul style="list-style-type: none"> • Both participants reiterated the importance of CP, CN and BC Rail to meet with First Nations regarding rail lines on First Nations' lands and improvements that will need to take place within the next few years. The participants reiterated the need for these companies to consult with First Nations, to rectify lack of consultation in the past, and to communicate plans for improvements or expansion to First Nations.
<ul style="list-style-type: none"> • A participant from High Bar Indian Band noted an issue with Old Cariboo Road to Loon Lake, which was privatized, and High Bar First Nation was not consulted. The participant recounted how the road had been closed and issues that have arisen because of the closed off access (due to events such as flooding). The participant noted the importance of clear communication and consultation for road closures and asked that the Ministry of Transportation follow the same notification practices as the Ministry of Forests.
<ul style="list-style-type: none"> • A participant from High Bar Indian Band noted that there has been talk of a mining pit that could potentially impact the highway. It was noted that if there are going to be movement changes to the highway, surrounding communities will have to be extensively consulted.
<ul style="list-style-type: none"> • A participant from Skeetchestn Indian Band inquired whether the Ministry of Transportation and Infrastructure would be interested in a RFA Agreement.
<ul style="list-style-type: none"> • A participant from Skeetchestn Indian Band noted the changing culvert sizes.
<ul style="list-style-type: none"> • A participant from Skeetchestn Indian Band noted the Band's interest in working with the Ministry, and expressed a desire to maximize collaboration opportunities. The participant asked if the Ministry would be interested in entering a contract with the Band that would agree to maximize opportunities and collaboration. The participant reiterated that the First Nations want to do business with the Ministry and are asking to be considered as industry players. Letting First Nations know how they could assist and provide their services would help them prepare.
<ul style="list-style-type: none"> • A participant from Skeetchestn Indian Band noted that the roads are built on First Nations' land and that legislation will have to start flexing, or new legislation will have to be made to reflect this. The participant reiterated that First Nations are land owners and that the Province must make changes to recognize this.
<ul style="list-style-type: none"> • A participant from Skeetchestn Indian Band indicated that often the Ministry chooses the contract with the lowest price point, which is not always in the public's interest and could compromise the safety of the community.
<ul style="list-style-type: none"> • A participant from High Bar Indian Band indicated that the Ministry of Forests has issued woodland permits and licenses in collaboration with the Band, which has established a very good working relationship. The participant noted that if the Ministry of Forests is able to reduce its contractual limitations, the Ministry of Transportation should also be able to do so.
<ul style="list-style-type: none"> • A participant from Skeetchestn Indian Band indicated that legislation must be changed to be able to allow First Nations and the ministries to work together in collaboration. The participant noted that currently, collaboration and community-building is very difficult. The participant indicated that if the Ministry were allowed to award contracts to First Nations bidders without the tenure issues, it would be a great opportunity for the communities and the bands to be able to work on local projects.
<ul style="list-style-type: none"> • A participant from Skeetchestn Indian Band made a point that this meeting for BC on the Move is not part of formal consultation.
<ul style="list-style-type: none"> • High Bar Indian Band indicated support for the change of speed limit from Cache Creek to Skeetchestn. The participant

noted that they had wanted it higher and it has been increased, so they were pleased with the end result.