

# B.C. on the Move: Engagement Meeting Notes

DECEMBER 3, 2014

11:00 A.M

MT. CURRIE (ST'ÁT'IMC CHIEFS COUNCIL<sup>1</sup>)

<b>ATTENDEES/AFFILIATION</b> (listing those that signed in)	Chief Francis Alec (Ts'k'waylaxw), St'át'imc Chiefs Council Stacey Austinson, Governance Advisor, St'át'imc Chiefs Council Chief Larry Casper (Tsal'ah), St'át'imc Chiefs Council Chief Don Harris (Xaxtsa), St'át'imc Chiefs Council Chief Susan James (Xwisten), St'át'imc Chiefs Council Andrea Leech, Office Manager, Lillooet Tribal Council Norm Leech, St'át'imc Eco-Resources Interim General Manager Chief Shelly Leech (T'it'q'et), St'át'imc Chiefs Council Jim MacArthur, Inter-Governmental Advisor, St'át'imc Chiefs Council Chief Harry O'Donaghey (N'Quatqua), St'át'imc Chiefs Council Chief Lucinda Phillips (Lil'wat), St'át'imc Chiefs Council Kukwpi7 Perry Redan (Sekw'el'was), St'át'imc Chiefs Council Chief Kathleen Robin Smith (Samahquam), St'át'imc Chiefs Council Chief Patrick Williams (Skatin), St'át'imc Chiefs Council
<b>MOTI REPRESENTATIVES</b>	Paula Cousins, District Manager, Transportation, Thompson Nicola District, Ministry of Transportation and Infrastructure (MoTI) Brad Bushill, Area Manager, Roads, Cariboo District, MoTI Mike Kelly, Operations Manager, Chilliwack area, MoTI
<b>NOTE TAKER</b>	Carrie Peacock, Kirk & Co. Consulting Ltd.
<b>KEY THEMES:</b>	
1) <b>Highways:</b> Participants expressed safety concerns regarding the significantly different maintenance standards along the highway between Mt. Currie and Lillooet, as the poorly maintained areas create safety concerns (particularly en route to Darcy).	
2) <b>Side roads:</b> Participants stressed that the side roads should be deactivated, rather than opened up to the public, as there are fewer conservation officers able to monitor visitors that may not respect the values of the area.	
3) <b>Highways and side roads:</b> Participants requested improvements to signage, including signs to warn drivers of cattle/horses and cyclists on the road. It was noted that signs should be in two languages (similarly to the signs near Squamish).	
4) <b>Transportation Planning:</b> Participants requested that the province's administrative boundaries be adjusted to accommodate the tribal affiliations (for maintenance, etc.).	
5) <b>Transit:</b> Participants strongly requested improvements to transit (via rail or bus) to get members to and from Whistler primarily, and to Pemberton as well.	
6) <b>Cyclists:</b> Participants expressed concerns regarding an increased number of cyclists using the roads through the territory.	
7) <b>Highways:</b> Participants stressed the need for centre lines to be painted on Highway 40, to improve safety.	
8) <b>Highways:</b> Participants expressed safety concerns regarding the significantly different maintenance standards along the highway between Mt. Currie and Lillooet, as the poorly maintained areas create safety concerns (particularly en route to Darcy).	
<b>CHALLENGES AND OPPORTUNITIES</b>	
<ul style="list-style-type: none"> <li>Continued natural movement of the 10 Mile Slide.</li> <li>The need for improved government to government partnerships and/or collaboration.</li> <li>Poor highway maintenance in some areas.</li> <li>Reduced levels of transit service.</li> </ul>	
<b>MOVING FORWARD – STRATEGIES</b>	
<b>1) Moving People and Goods Safely and Reliably</b>	
<ul style="list-style-type: none"> <li>A representative from the St'át'imc Chiefs Council acknowledged a reduction in the number of conversation officers. He requested that the MoTI continue to consider the importance of wildlife crossings and access points, as wildlife corridors were valuable.</li> <li>A representative from the St'át'imc Chiefs Council asked that efforts be made with BC Rail to rectify the unsafe design of the underpass by Fountain Slide. B. Bushill, MoTI, acknowledged that the underpass was "on the radar" as an issue, and that some higher level discussions may be required to sort it out.</li> <li>A representative from the St'át'imc Chiefs Council expressed concerns regarding the poor maintenance of forestry roads (particularly the In-SHUCK-ch Forestry Road from Duffey Lake to the west side of Harrison Lake).</li> <li>A representative from the St'át'imc Chiefs Council expressed concerns regarding poor and inconsistent maintenance standards</li> </ul>	

<sup>1</sup> The St'át'imc Chiefs Council (SCC) consists of political representatives from 11 communities within the St'át'imc Nation. These communities include Bridge River (Nxwisten), Pavilion (Ts'kw'aylacw), Cayoose Creek (Sekw'el'was), Mt. Currie (Lil'wat), Seton Lake (Chalath), Lillooet (T'it'q'et), Fountain (Xaxl'ip), Anderson Lake (N'quatqua), Douglas (Xaxtsa), Skatin and Samahquam.

of the roads between the St'át'imc communities. There have been some fatalities.
<ul style="list-style-type: none"> <li>A representative from the St'át'imc Chiefs Council expressed concerns regarding opening up the side roads to the public, and suggested instead that some be deactivated, given the recent reduction in conservation officers and the influx of visitors (who may not respect the values of the area). While the Ministry of Forests, Lands and Natural Resources (MFLNR) suggested transforming some back roads into public roads, this would be a concern for the community. P. Cousins, MoTI, noted that although the forest service roads (or Crown land roads) were under the responsibility of a different ministry, the comments had been noted.</li> <li>A representative from the St'át'imc Chiefs Council expressed concerns that some roads under the jurisdiction of the MFLNR were only maintained to a certain level. More tourists are coming to the territory, and the forestry roads do not meet standards for emergency vehicles. An ambulance flipped en route to one of our communities. Of specific concern is the In-SHUCK-ch Forestry Road (from Duffey Lake to the west side of Harrison Lake). M. Kelly, MoTI, confirmed that the road was already under consideration.</li> <li>A representative from the St'át'imc Chiefs Council expressed concerns regarding the deplorable condition of Portage Road. The road is rough, narrow, and winding and there is no shoulder to accommodate cyclists. There may be an accident someday, as cyclists do not always ride single file. There could be some "share the road" signs, which cyclists do not obey. P. Cousins, MoTI, suggested that signs reminding cyclists to ride single file, could be helpful.</li> <li>A representative from the St'át'imc Chiefs Council expressed safety concerns regarding the significantly different maintenance standards on the highway between Mt. Currie and Lillooet, as the poorly maintained areas create safety concerns (particularly en route to Darcy).</li> <li>A representative from the St'át'imc Chiefs Council noted that the roads are maintained poorly on the other side of Lillooet, which creates safety concerns. The condition of Highway 99 can vary from clear to icy. B. Bushill, MoTI, added that the section of the road from Pemberton to the summit may be rated as a Class 3 road, while the road on the other side may be a Class 4 road. The reason for the difference, could be based on one side having more recreational traffic. Consideration could be given to adjusting the maintenance classifications so they match, if the road is more of a through-road than previously understood. P. Cousins, MoTI, confirmed that the concern raised would be noted.</li> <li>A representative from the St'át'imc Chiefs Council noted that MoTI had previously committed to including St'át'imc names on signage on the Duffey Lake Road.</li> <li>A representative from the St'át'imc Chiefs Council questioned why drivers using the road near the slide are checked in as they arrive and checked out as they leave. B. Bushill, MoTI, explained that until earlier in the day, monitors had been there to slow traffic down. There has been some movement lately, which geotechnical experts were watching. The monitors were driving the road every 15 to 30 minutes to check the road surface conditions, and were tracking sinkholes that opened up on the road after the recent rainstorm. Experts are confident that the slide will remain intact for now, but MoTI will continue to monitor surface issues. Efforts have been made to maintain a smooth transition on the road surface. Although national experts have considered options to stop the slide, a solution has not been found to hold the mountain back. Options have been considered that would avoid the area completely. If there are major movements, access will be stopped until the movement settles down.</li> <li>A representative from the St'át'imc Chiefs Council noted that this was the first time he had ever heard that the slide area would be shut down if it got bad enough. It may cost \$200-\$300 million to build a new bridge at 10-mile slide. CN should be involved in discussions related to the slide. B. Bushill, MoTI, noted that a re-engineering study was needed to determine the scope of what needed to be done there. While CN has communicated on monitoring issues, discussions on achieving a solution would need to occur at a higher level. MoTI would gladly participate in discussions with CN on this.</li> <li>A representative from the St'át'imc Chiefs Council noted that the community's school bus travels on some treacherous road conditions. The children are on the bus daily by 6:30 a.m. and don't get home until 5:30 p.m. Sometimes they can't get to school due to poor road conditions. Efforts could be made with forestry and others to ensure the roads are safe for the children and emergency vehicles. A lot of children develop back problems from their daily travels along a rough road. Some children had to travel 78 kilometers to attend school. M. Kelly, MoTI, noted that recently staff members had been sent to drive from Coquitlam and from Squamish to view and photograph every bridge, slide, and bad section of road. Their reports will be reviewed.</li> <li>A representative from the St'át'imc Chiefs Council reiterated that further discussion is needed on the In-SHUCK-ch and Highline Roads.</li> <li>A representative from the St'át'imc Chiefs Council requested that the centerlines on Highway 40 be painted as soon as possible. If it gets foggy the road is almost impossible to see. We have raised issues about BC Hydro's increased traffic. We understand there will be a hotel coming over the road to Seton during the next few weeks. Although we don't have what the province recognizes as a major project in the territory, we have a local table we are discussing safety concerns.</li> <li>A representative from the St'át'imc Chiefs Council stressed that the side roads should be deactivated, rather than opened up to the public, as there were now even fewer conservation officers able to monitor visitors.</li> <li>A representative from the St'át'imc Chiefs Council stressed the importance of improved signage. The MoTI had collaborated with Squamish on signage in dual languages. The same opportunity would be appreciated in this territory. The St'át'imc Chiefs Council would also appreciate future access to local maintenance contracts.</li> <li>A representative from the St'át'imc Chiefs Council stressed the need to improve road maintenance, particularly en route to Darcy. Signage is also an issue. We need more warning signs, as mainly a lot of St'át'imc communities have free range horses and cattle. In Lil'wat, there is one accident a week due to cattle and horses.</li> <li>A representative from the St'át'imc Chiefs Council suggested collaborative efforts with the province to build bridges. The roads built in the 1950s are deteriorating. In 4 years, St'át'imc will request a maintenance contract for the roads, which will require some negotiations.</li> </ul>
<b>2) Growing the Economy</b>
No comments were provided.

<b>3) Connecting and Strengthening Communities</b>	
<ul style="list-style-type: none"> <li>A representative from the St'át'imc Chiefs Council acknowledged an increase in cyclists, and expressed safety concerns given the narrow width of the road to Duffey Lake (which should not be expanded).</li> </ul>	
<ul style="list-style-type: none"> <li>A representative from the St'át'imc Chiefs Council expressed concerns regarding an increased number of cyclists using the roads through the territory.</li> </ul>	
<ul style="list-style-type: none"> <li>A representative from the St'át'imc Chiefs Council expressed concerns regarding the impacts on the community of transit cutbacks.</li> </ul>	
<ul style="list-style-type: none"> <li>A representative from the St'át'imc Chiefs Council noted that cyclists have created havoc on a lot of roads in St'át'imc, as the roads were not designed to accommodate them. There has been an increase in cyclists on all roads in the territory.</li> </ul>	
<ul style="list-style-type: none"> <li>A representative from the St'át'imc Chiefs Council noted that rail transportation issues needed to be addressed. Years ago, community members could take the train to Vancouver, and only paid half fare. Currently there is a rail car (AKA "The Bud Light"), which does not provide adequate services to the communities.</li> </ul>	
<ul style="list-style-type: none"> <li>A representative from the St'át'imc Chiefs Council noted that the rail shuttle arranged through BC Rail provided transportation seven days a week (and twice on Fridays) to and from Lillooet. Through a relationship with the health authority, an extra run on Thursday has been requested to enable doctors to come to St'át'imc. A dental hygienist service was currently being piloted. It was requested that MoTI encourage CN or BC Rail to add the one extra run per week to bring medical workers (including home and community care workers) to the community. P. Cousins, MoTI, agreed to pass on the request.</li> </ul>	
<ul style="list-style-type: none"> <li>A representative from the St'át'imc Chiefs Council stressed the need for alternative transportation. Transit had been cut back, which impacted members travelling to and from Whistler and Pemberton. The rail service had also been scaled back over the years. Transportation between St'át'imc communities remains important.</li> </ul>	
<ul style="list-style-type: none"> <li>A representative from the St'át'imc Chiefs Council strongly requested improvements to transit (via rail or bus) to move members to and from Whistler primarily, and to Pemberton as well. Some residents are hitchhiking to get to work.</li> </ul>	
<ul style="list-style-type: none"> <li>A representative from the St'át'imc Chiefs Council strongly requested that the province focus on meeting the community's need for transportation alternatives (rail or transit) between communities. Since transit and rail had been scaled back, members have been issued fines for hitchhiking, although it was the only means for many to get to and from work.</li> </ul>	
<b>4) Maximizing Collaboration and Investment with Partners and Stakeholders</b>	
<ul style="list-style-type: none"> <li>A representative from the St'át'imc Chiefs Council requested that St'át'imc have future access to local maintenance contracts.</li> </ul>	
<ul style="list-style-type: none"> <li>A representative from the St'át'imc Chiefs Council added that tenure and partnerships needed to be discussed.</li> </ul>	
<ul style="list-style-type: none"> <li>A representative from the St'át'imc Chiefs Council asked what was meant by the reference in the discussion guide to partnerships with First Nations (Page 19). He further asked how to get the province to commit to come to the table. P. Cousins, MoTI, noted that she was unable to speak specifically on the intent of the reference, however anticipated that partnerships with First Nations would vary by community and project. She acknowledged the feedback received.</li> </ul>	
<ul style="list-style-type: none"> <li>A representative from the St'át'imc Chiefs Council requested that the province's administrative boundaries be adjusted to accommodate the tribal affiliations (for maintenance, etc.).</li> </ul>	
<ul style="list-style-type: none"> <li>A representative from the St'át'imc Chiefs Council strongly requested the Ministry's commitment to government-to-government discussions on partnerships with St'át'imc.</li> </ul>	
<b>TOP THREE PRIORITIES FOR TRANSPORTATION INFRASTRUCTURE IMPROVEMENTS</b>	
Seek a permanent solution for Fountain Slide, including the adjacent "underpass".	
Improve road surface conditions where there has been significant deterioration.	
Improve (or add) signage to improve the safety of roads.	
<b>ADDITIONAL COMMENTS/DISCUSSION</b>	
<ul style="list-style-type: none"> <li>A representative from the St'át'imc Chiefs Council confirmed his understanding that the meeting with MoTI was intended to review the Ministry's draft 10-year Transportation Plan. Transportation issues varied from community to community. It is concerning that First Nations have been met with separately from municipalities and other groups, to discuss the plan. Other questions have been raised regarding potential implications of the plan.</li> </ul>	
<ul style="list-style-type: none"> <li>A representative from the St'át'imc Chiefs Council noted his opposition to audio recording the discussion. He noted that MoTI representatives with the ability to make decisions should be present. He expressed concerns regarding a prior "engagement" attended with representatives from the MFLNR. Past efforts to move forward with government-to-government discussions have not been successful. We have been trying to consult with the MoTI, but have been unable to make contact. P. Cousins, MoTI, confirmed that the discussion was considered an engagement opportunity with the St'át'imc Chiefs Council, not consultation. As St'át'imc Chiefs Council communities were impacted by the maintenance of the roads, their input was welcomed.</li> </ul>	
<ul style="list-style-type: none"> <li>A representative from the St'át'imc Chiefs Council questioned if the meeting was considered "consultation". P. Cousin, MoTI, confirmed that the meeting in no way intended as "consultation".</li> </ul>	
<ul style="list-style-type: none"> <li>A representative from the St'át'imc Chiefs Council noted that efforts were being made to get a road into the community, which may require amendments to the 10-year Transportation Plan. Chiefs may have issues about other needs unique to their communities.</li> </ul>	
<ul style="list-style-type: none"> <li>A representative from the St'át'imc Chiefs Council requested that a bridge be constructed, as part of the highway, which connected St'át'imc communities, was slowly sliding into the river. Community members requested that the appropriate high</li> </ul>	

level MoTI representatives seek a solution to the slide. Consideration of the implications of the Tsilhqot'in decision is needed.
<ul style="list-style-type: none"> <li>• A representative from the St'át'imc Chiefs Council noted that the communities had made application to transfer In-SHUCK-ch Forestry Road into MoTI's hands, and did not want the 10-year Transportation Plan to create any delays.</li> </ul>
<ul style="list-style-type: none"> <li>• A representative from the St'át'imc Chiefs Council noted that a lot of First Nations groups are in rural areas where there is not a lot of congestion. Although people are dying on our roads, it doesn't seem that First Nations will be at the top of the list. P. Cousins, MoTI, noted that feedback had been noted on the community's desire for improved maintenance, and how the contract areas are defined going forward.</li> </ul>
<ul style="list-style-type: none"> <li>• A representative from the St'át'imc Chiefs Council noted that there were only certain things MoTI representatives at this level could deal with. Jurisdiction in administrative areas needed to be addressed. The province could be called to the table to deal with some specific community issues. St'át'imc needs a government-to-government table to deal with higher level issues.</li> </ul>
<ul style="list-style-type: none"> <li>• A representative from the St'át'imc Chiefs Council noted that there are a lot of rocks that came down on the roads - MoTI's rock clearing efforts have been excellent.</li> </ul>
<ul style="list-style-type: none"> <li>• A representative from the St'át'imc Chiefs Council questioned if short, medium and long-term priorities had been identified for the 10-year Transportation Plan. P. Cousins, MoTI, noted that a number of projects were priorities.</li> </ul>
<ul style="list-style-type: none"> <li>• A representative from the St'át'imc Chiefs Council questioned how the new plan would be ready by 2015, given that 2015 was only one month away. She further asked what criteria would be used to prioritize projects. P. Cousins, MoTI, noted that public meetings had been held across the province, and that 7,000 online surveys had been submitted. The provinces objectives related to transportation will be part of the plan. Areas with the greatest amount of congestion and collision zones will likely be considered.</li> </ul>
<ul style="list-style-type: none"> <li>• A representative from the St'át'imc Chiefs Council questioned whether Lillooet had been consulted with. M. Kelly, MoTI, recognized that government was often criticized for not engaging enough with communities. Before government plans the next 10-years, we wanted to hear what was important to the St'át'imc communities. Just because St'át'imc doesn't have the same population as Vancouver, doesn't mean you can't get into this plan. I have looked at In-SHUCK-ch and Harrison Roads to see what can be done to make things better. People using the Duffey Lake Road to Harrison, could use a better road. B. Bushill, MoTI, acknowledged meetings held with Lillooet, Cache Creek, Ashcroft and other communities. A number of issues raised can be covered off locally. Discussions on the plan offered an opportunity for communities to indicate areas where improvements were needed (some of which may be done quickly or considered as part of the bigger plan).</li> </ul>
<ul style="list-style-type: none"> <li>• A representative from the St'át'imc Chiefs Council suggested the province consider changing the administrative areas to suite the tribal nations. One area could be inclusive of all of St'át'imc, for maintenance, bridges etc.</li> </ul>
<ul style="list-style-type: none"> <li>• A representative from the St'át'imc Chiefs Council extended thanks to MoTI representatives for coming and hearing about the communities' maintenance and transportation issues. The St'át'imc Chiefs Council appreciates MoTI forwarding its comments to the appropriate people to address them.</li> </ul>