

REGIONAL DISTRICT OF BULKLEY-NECHAKO

COMMITTEE OF THE WHOLE MEETING

Thursday, May 11, 2017

PRESENT: Chairperson Bill Miller

Directors Taylor Bachrach
Eileen Benedict
Shane Brienens
Mark Fisher
Tom Greenaway
John Illes
Dwayne Lindstrom
Rob MacDougall
Rob Newell
Mark Parker
Jerry Petersen
Darcy Repen

Directors Thomas Liversidge, Village of Granisle
Absent Gerry Thiessen, District of Vanderhoof

Alternate Directors Linda McGuire, Village of Granisle

Staff Melany de Weerd, Chief Administrative Officer
Cheryl Anderson, Manager of Administrative Services
Jason Llewellyn, Director of Planning – left at 11:30 a.m.,
returned at 1:02 p.m.
Roxanne Shepherd, Chief Financial Officer
Corrine Swenson, Manager of Regional Economic Development
– left at 11:20 a.m., returned at 12:04 p.m.
Deneve Vanderwolf, Regional Transit Coordinator – left at 1:07
p.m.
Wendy Wainwright, Executive Assistant

Others Karen Andrews, District Operations Manager, Fort George,
Ministry of Transportation and Infrastructure – left at 12:20 p.m.
Cailey Brown, A/Program Manager, Development Approvals,
Bulkley-Stikine, Ministry of Transportation and Infrastructure –
left at 12:20 p.m.
Cpl. John Graham – Acting Unit Commander – North District,
Prince George Regional Traffic Services, RCMP North District–
left at 12:20 p.m.
Val Hunsaker, District CVSE Manager, Fort George CVSE,
Ministry of Transportation and Infrastructure– left at 12:20 p.m.
Ron Marshall, District Manager, Fort George, Ministry of
Transportation and Infrastructure – left at 12:20 p.m.
Sgt. Al Steinhauser, Acting Regional Commander, North District
Regional Traffic Services, RCMP North District– left at 12:20
p.m.

Media Flavio Nienow, LD News – left at 12:20 p.m.

CALL TO ORDER Chair Miller called the meeting to order at 10:30 a.m.

AGENDA

Moved by Director MacDougall
Seconded by Director Lindstrom

C.W.2017-5-1

“That the Agenda of the Regional District of Bulkley-Nechako Committee of the Whole meeting of May 11, 2017 be approved.”

(All/Directors/Majority)

CARRIED UNANIMOUSLY

MINUTES

Committee of the Whole
Minutes – April 6, 2017

Moved by Director Benedict
Seconded by Director Greenaway

C.W.2017-5-2

“That the Committee of the Whole meeting minutes of April 6, 2017 be received.”

(All/Directors/Majority)

CARRIED UNANIMOUSLY

DELGATIONS

MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE, Ron Marshall, District Manager, Fort George and RCMP, NORTH DISTRICT – Sgt. Al Steinhauser, Acting Regional Commander, North District Regional Traffic Services, Cpl. John Graham, Acting Unit Commander – North District, Prince George Regional Traffic Services RE: Truck Traffic Issues

Chair Miller welcomed Ron Marshall, District Manager, Fort George, Ministry of Transportation and Infrastructure (MoTI) and Sgt. Al Steinhauser, Acting Regional Commander, North District Regional Traffic Services, RCMP North District. Mr. Marshall introduced Karen Andrews, District Operations Manager Fort George, Cailey Brown, A/Program Manager, Development Approvals, Bulkley-Stikine and Val Hunsaker, District CVSE Manager, Fort George CVSE (Commercial Vehicle Safety Enforcement), MoTI. Sgt. Steinhauser introduced Cpl. John Graham, Acting Unit Commander, North District, Prince George Regional Traffic Services, RCMP North District.

Mr. Marshall commented that the Provincial Government is currently in the Interregnum period due to the recent election and MoTI can only continue with operations and working with decisions that were approved prior to the dissolving of the government and the election.

Ministry of Transportation & Infrastructure

- Introductions;
- Highway Improvements & Maintenance Updated;
- Highway Design;
- Community and Public engagement;
- Challenges;
- CVSE;
- Questions.

District & Support

- Operations;
- Commercial Vehicle Safety Enforcement (CVSE);
- Development Approvals;
- Finance and Administration;

Supported by the Regional/Provincial Groups:

- Engineering;
- Project Management;
- Properties & Partnerships;
- Regional Administration & Finance.

DELGATION (CONT'D)

Highway Improvements and Maintenance

- Three primary funding mechanisms;
 - o Capital;
 - o Roadside improvement program;
 - o Rehab;
- Funding Priorities are based on multiple factors and inputs:
 - o Engineering requirements including safety;
 - o Life Cycle Management;
 - o Cost Benefit Analysis;
 - o Needs Analysis;
 - o Local residents and stakeholders;
 - o Consultation with Industry;
- Planning Program.

Local Highway Districts

- Ministry conducts regular monitoring of all roads to establish and confirm the long term programs;
- Projects continue to be delivered annually on Northern Highways;
- Many of these projects have been successfully completed.

Completed Highway Projects

Fort George

Highway 16

- Degal Pit Passing Lane Construction;
- Mapes Road;
- Braaten;
- Endako Intersection Lighting Improvements.
- GAS (Graded Aggregate Sealcoat) Fraser Lake to Endako;

Highway 27

- Safety Improvements;
- Dog Creek Climbing Lane Construction;
- Braeside to the Tachie Intersection.

Bulkley-Stikine:

Highway 16

- Burns Lake Intersection Improvement;
- Burns Lake Arterial Resurfacing;
- GAS Burns Lake to Tintagel;
- HIPR (Hot in Place Resurfacing) Bye Road to Broman Lake;
- Houston Pedestrian Safety Improvements;
- Broman Lake to Burns Lake Resurfacing.

Side Roads

- Extensive upgrades to many of the local side roads has continued with annual investment to improve road conditions;
- Ministry continues to monitor side road infrastructure and consider additional works based on specific factors such as traffic numbers, technically identified safety risks, road use and available funding;
- Brushing programs continue to be a focus on both main highways and local sideroads.

Current Season

Fort George

Highway 16

- Extension of Mapes Passing Lane & Intersection Improvements;
- Mapes Road to Hillcrest Way Resurfacing;
- Engen Road to Burrard Street Resurfacing;

DELGATION (CONT'D)

Highway 27

- Junction Hwy 16 to Braeside Road Resurfacing;

Current Season

Bulkley-Stikine – Highway 16

- Houston Arterial Pedestrian Improvements;
- Tyee Passing Lane – Construction;
- Browman Passing Lane – Design;
- Toboggan Passing Lane – Design.

The maintenance of side roads was discussed. The MoTI management, staff and contractors monitor all side roads a minimum of once per year if not more. Maintenance and lifecycle repairs are completed when required to extend the management of a road for a 20 year period. Due to the substantial cost to repave one lane of one kilometer of highway at an approximate cost of \$180,000 - \$250,000 maintenance is completed to extend the lifecycle of the road on an annual basis. The Regional Pavement Engineer travels the main highways twice a year to evaluate the condition of the pavement in order to determine the capital rehab funding that is required for a year.

Discussion took place in regard to the paint utilized for the lines on the highway. Mr. Marshall mentioned that three test sections have been completed in three locations in the Province, Prince George, Kamloops and in the lower mainland with different paints and the tests have shown that no one paint is better. Different combinations of paints along with the thickness of the paint applied is being tested. Mr. Marshall noted that a second application in the fall is being attempted to assist with the lines lasting through the winter months.

Mechanical brushing is completed to extend site distances, minimize animal strikes and to allow areas of road to thaw quicker. Home owners in subdivisions will often be contacted when brushing is taking place but on highway right of ways most home owners are not contacted. Director Newell asked if MoTI utilized a crowd sourcing app to notify residents of work being completed. Mr. Marshall indicated that MoTI currently does not utilize a crowd sourcing app in regard to brushing works. Discussion took place in regard to installing internet fibre optic lines in and near roads and road right of ways and the challenges that can occur in keeping the lines secure.

Discussion took place regarding the following:

- Budget for the Tyee passing lane, Babine Lake Road, Chapman Road improvement areas;
- Need for crack seal improvements to Highway 118 (Granisle);
- Clarification in regard to the start and end location of the Browman passing lane design;
- Cailey Brown, A/Program Manager, Development Approvals, Bulkley-Stikine, MoTI will follow-up.

Director Fisher questioned the link and relationship between the MoTI and the Yellowhead Highway Association. Mr. Marshall noted that the Yellowhead Highway Association will provide suggestions, issues and concerns to MoTI for consideration in their planning process.

Highway Design

- Ministry designers are delegated the authority and responsibility for highway designs;
- Ministry roads and structures are designed and built to standards developed and tested for safety and service;
- Highway performance continues to be monitored by ministry staff including engineers to ensure the facility is appropriate.

DELGATION (CONT'D)

Karen Andrews, District Operations Manager Fort George, MoTI encouraged the Regional Board to bring forward any information or issues they may have with MoTI managers and staff. She noted that meetings are held with municipal staff and the Ministry of Transportation and Infrastructure and MOTI is willing to meet at any time.

Ministry Engagement

- Ministry staff continue to meet and discuss issues with many groups and communities including:
 - o Local Municipalities;
 - o Safety committees;
 - o Industry;
 - o RCMP;
 - o First Nations.

Director Lindstrom noted that consultation with the logging truck industry in Fraser Lake would be a benefit. Director Lindstrom also invited Ms. Andrews to attend a future Village of Fraser Lake Council meeting.

Challenges

- Many safety improvements have been completed;
- Nearly 70% of the crash data for the last 10 years ending September 2016 is related to causes other than those associated with road design or maintenance.

Mr. Marshall spoke of MoTI's *Shift into Winter* campaign that is starting to receive brand recognition. He mentioned the challenges and the continued work associated with providing messaging in regard to people driving faster than the roads are designed to travel.

CVSE (Commercial Vehicle Safety and Enforcement)

- CVSE staff have dedicated a significant amount of time and effort in the Vanderhoof/Fort St. James area and have a presence throughout the district.
- CVSE staff have active relationships with local RCMP; working together to provide education and enforcement where required;
- CVSE has attended to the Fort St. James area more frequently than most other communities in the district.
- Bulk of the highway damage (rutting, shoving, surface failures) come from overweight commercial vehicles.
- Speed and aggressive driving are additionally reported regularly.

Val Hunsaker, District CVSE Manager, Fort George CVSE, MoTI mentioned there are currently 19 CVSE staff and they have increased their ability to be more mobile with the use of additional mobile scales. Stationary scales continue to be heavily used also.

CVSE has been working with RCMP due to the high volumes of logging truck traffic in the Fort St. James, Tachie and Germansen Landing area to assist in addressing the higher amount of non-compliance driver behavior of trucks and light cars.

Industry is ever evolving and relies on Ministry of Transportation and Infrastructure as the holders of the laws, regulations and developers of policy.

DELGATION (CONT'D)

Mr. Hunsaker provided an outline of the following load/weight configuration for logging trucks:

7 Axle Configuration

- Most common configuration;
- 9,100 kg on steering axle;
- 24,000 kg on drive axle;
- 25,000 kg on tridem trailer axles;
 - o Total weight 58 100 kg;
- Legal overall length - 23 metres;
- Legal overall width - 2.6 metres;
- Permit – overall length – 25 metres;
- Permit – overall width – 2.9 metres;
- Allowed a logging tolerance:
 - o Summer logging March 2nd to November 30th;
 - o Not allowed to add any more weight to the steering axle;
 - o 1,500 kg or gross – 1,100 kg can go on a particle axle besides the steering axle;
 - Total Weight 59,600 kg;

Addressing the Mountain Pine Beetle Epidemic

8 Axle Configuration (Super B/B-Train):

- 7,300 kg on steering axle;
- 24,000 kg on tri-drive axle;
- 17,000 kg on trailer axle;
- 17,000 kg on trailer axle;
 - o Total weight 65,300 kg;
 - o Legislation states: maximum allowable weight tolerance in B.C. is 63,500 kg;
- Legal overall length – 27.5 metres;
- Legal overall width - 2.6 metres;
- Permit – overall length – 27.5 metres;
- Permit – overall width – 2.9 metres;
- Logging tolerance allowed;

Industry expressed a want to exceed the maximum allowable weight tolerance under B.C. legislation of 63 500 kg utilizing the Reducible Load Overweight Policy. The Ministry of Transportation and Infrastructure indicated it may be possible if certain criteria could be met: it has to be a benefit to the public and must reduce the impact on the asphalt by a minimum of 5% and it has to be safer and exceed current legal requirements in regard to rollover threshold, breaking, etc.

9 Axle Configuration (logging truck):

- 6,900 kg on steering axle;
- 24,000 kg on tri-drive axle;
- 24,000 kg on trailer axle;
- 17,000 kg on trailer axle;
 - o Total weight 71,900 kg;
- Legal overall length – 27.5 metres;
- Legal overall width - 2.6 metres;
- Permit – overall length – 27.5 metres;
- Permit – overall width – 2.9 metres;
- No logging tolerance allowed;
- Requires a Letter of Authorization from the Province:
 - o Required for every vehicle;
 - o Must submit to the Province:
 - Vehicle engineering information;
 - Business Case – why want to operate; and
 - Information on reducing impact to roadways;
- Letter of Authorization is only valid for one year.

DELGATION (CONT'D)

Mr. Hunsaker noted that the engineered studies found that the axle creating the most damage was the steering axle. The steering weight was reduced to 6 900 kg to adjust the weight damage to the road. He mentioned that the weight distribution on the 7 axle configuration is higher than the 9 axle configuration. If the truck and trailer length exceeds 27.5 metres a pilot car is required. Mr. Marshall commented that there are currently four 9 axle configured vehicles in operations. The Pilot Project has been operating for approximately 7 months.

Director Lindstrom indicated that the ruts on the highway appear to be created by the rear axles not the front steering axle of the truck.

Chair Miller spoke of the impact for small business owners due to the cost to invest in a 9 axle configuration that has been developed by large industry. Mr. Hunsaker noted industry initiated the changes and MoTI oversees and ensures that industry remains compliant of the policy. Mr. Hunsaker also mentioned that companies wishing to use the 9 axle configuration must provide a route survey and are subject to route restrictions and bare any infrastructure improvement costs that may be required. If the route includes Forest Service Roads and or municipalities authorization is required from appropriate agencies and local governments. The requirements of the Letter of Authorization also include an auditing requirement along with the tracking of the truck through GPS to ensure the trucks are staying on the authorized roadways and travelling at appropriate speeds. In the seven months the 9 axle configuration pilot project has been operating there have been two audits. CVSE and MoTI staff are on the roadways frequently and are working to ensure compliance. One of the points brought forward from the companies in the Business Case was that the companies could reduce the number of trucks on the highways with the ability to increase the amount of volume per truck.

Ms. Andrews commented that MoTI has been monitoring the rutting that has been occurring on the highways for approximately six years. She noted that CVSE's advancement to more mobile weigh units was and is to assist in addressing the issue caused from all overweight transport traffic on the highways.

Discussion took place in regard to the volume of commercial vehicle volumes and light vehicle travelling the highways. Traffic volume information is available to the public on MoTI's website. Mr. Marshall mentioned there has not been an overall increase in traffic volumes and have remained fairly static. Cpl Graham stated that historically the RCMP have noticed a reduction in truck traffic on the highways. Sgt. Steinhauser commented that the RCMP's priority is the cost to the general public and the users of the roadways. Rutting is being considered as causal factors in review of fatal collisions and accidents in the past five years. Discussion took place in regard to the possible increase of accidents due to the short log configurations. Ms. Andrews noted that if there are concerns and or specific issues to contact MoTI.

Mr. Marshall mentioned that the areas that are scheduled for repaving are due to the rutting issues and MoTI is continually monitoring the highways and when they are fiscally able to repair the areas the work is completed. Ms. Andrews spoke of MoTI pavement engineers reviewing the pressures on the road to try to best determine the configuration of asphalt being applied.

Sgt. Steinhauser commented that commercial traffic fluctuates with the economy and RCMP do cross train with the CVSE. There are 18 RCMP members from Quesnel to Prince George to Vanderhoof that oversee 2,200 km of linear numbered highway and 14 of those RCMP members are trained to do a general overview of a commercial truck. CVSE and RCMP share radio and cell phone communications and a good working partnership. Cpl. Graham commented that a majority of crashes involving commercial vehicles involve small vehicles trying to make a move around the commercial vehicle. The RCMP's main concern with commercial drivers is the hours of operation and fatigue that can occur when the regulated hours of operation are exceeded.

DELGATION (CONT'D)

Discussion took place in regard to the Village of Telkwa's concerns in respect to a safety issue on a section of highway within the village boundaries. The Tye Passing Lane construction is being implemented due to safety concerns but does not include the section that is a concern to the Village of Telkwa. Director Repen spoke of the need for engagement and discussion with communities when highway maintenance and repairs are being considered. Mr. Marshall explained that the Bulkley-Stikine and Fort George MoTI area is very large. There are a considerable number of pressures and concerns throughout the area and decisions are made based on priorities and funding. He noted the importance of continued communication. Ms. Brown will continue conversations with Director Repen in regard to the issue.

Proactive discussions and communication between MoTI and local government is very important and beneficial to all stakeholders. Chair Miller spoke of his recent meeting with MoTI in regard to emergency response. An outcome of the meeting was to continue good communications.

Chair Miller commented that driver education is a key component to reducing bad driver behavior and spoke to opportunities to work together to assist in promoting good driver behavior. Ms. Andrews mentioned that the *Shift into Winter* Campaign provides an opportunity to encourage safer driving behavior and is in partnership with CVSE, RCMP and local stakeholders in various communities throughout the Highway 16 corridor.

Discussion took place regarding cell phone use enforcement. Sgt. Steinhauser noted that progress is being made in regard to the use of cell phones while driving.

Illegal dumping was also discussed. Sgt. Steinhauser mentioned that in the Regional District of Fraser-Fort George the Conservation Officers Service (COS) oversees illegal dumpsites. Discussion took place in regard to the challenges with charging those responsible for illegally dumping garbage without video and/or eye witness confirmation or a confession. Ms. Andrews mentioned contacting Ministry of Environment in regard to contamination and illegal dumping sites.

Chair Miller thanked Messrs. Marshall and Hunsaker, Ms. Andrews, Ms. Brown, Sgt. Steinhauser and Cpl. Graham for attending the Meeting.

Break for lunch at 12:20 p.m.

Reconvened at 12:57 p.m.

REPORTS

Policy re: Release of In-Camera MoTions to RDBN Member Municipalities

Moved by Director Illes
Seconded by Director MacDougall

C.W.2017-5-3

"That the Committee of the Whole receive the Chief Administrative Officer's April 26, 2017 memo titled "Policy re: Release of In-Camera Motions to RDBN Member Municipalities."

(All/Directors/Majority)

CARRIED UNANIMOUSLY

REPORTS (CONT'D)

Community to Community
Forum Facilitators

Moved by Director Lindstrom
Seconded by Director Greenaway

C.W.2017-5-4

“That the Committee of the Whole recommend that the Regional District of Bulkley-Nechako Board of Directors authorize staff to retain the services of Dan George, Four Directions Management Services Ltd. to facilitate the Community to Community Forum for June 28, 2017 to be hosted at the Nadleh Whut’en Administrative Building; and further, if Mr. George is unable to facilitate, staff is directed to choose a second facilitator.”

(All/Directors/Majority)

CARRIED UNANIMOUSLY

Deneve Vanderwolf, Regional Transit Coordinator provided an update in regard to Four Directions Management Services Ltd. availability, costs and conversations with Nadleh Whut’en in regard to potential facilitators.

Quarterly Financial Report
-March 31, 2017

Moved by Director Bachrach
Seconded by Director Illes

C.W.2017-5-5

“That the Committee of the Whole receive the Chief Financial Officer’s May 1, 2017 memo titled “Quarterly Financial Report – March 31, 2017.”

(All/Directors/Majority)

CARRIED UNANIMOUSLY

CORRESPONDENCE

Correspondence

Moved by Director MacDougall
Seconded by Director Petersen

C.W.2017-5-6

“That the Committee of the Whole receive the correspondence from the following:
-Union of B.C. Municipalities re: Survey of Local Government Elected Officials on Responsible Conduct;
-FCM Communiqué – Nominations to FCM’s Board of Directors.”

(All/Directors/Majority)

CARRIED UNANIMOUSLY

NEW BUSINESS

Paint, Pesticides and
Flammable Liquids Collection
– Smithers/Telkwa Transfer
Station

Moved by Director Repen
Seconded by Director Bachrach

C.W.2017-5-6

“That the Committee of the Whole recommend that the Regional District of Bulkley-Nechako Board of Directors authorize all revenue received from the partnership with the Extended Producer Responsibility (EPR) Stewardship organization ReGeneration for Paint, Pesticides and Flammable Liquids Collection at the Smithers/Telkwa Transfer Station be transferred to the Smithers and Area Recycling Society (SARS).”

NEW BUSINESS (CONT'D)

Director Repen spoke of ReGeneration collection at RDBN Transfer Stations and the relocation to local bottle depots. The Smithers/Telkwa Transfer Station remains a location for ReGeneration collection. Director Bachrach mentioned that the intent is for the Smithers and Area Recycling Society to partner with as many EPR Stewardship organizations as possible. He also commented that in speaking with ReGeneration in regard to having only one location for collection in the Smithers and Telkwa area, that being at the SARS facility, they indicated that they want to continue to have a second drop off location at the Smithers/Telkwa Transfer Station. ReGeneration also voiced concerns in regard to the suggestion of having the Smithers/Telkwa Transfer Station being a satellite location due to proposed transportation of the products to another facility on a monthly basis. It was suggested that the ReGeneration partnership could remain at the Smithers/Telkwa Transfer Station with the revenue to the RDBN being transferred to SARS.

Moved by Director Bachrach
Seconded by Director Fisher

C.W.2017-5-6

“That the Committee of the Whole defer Motion C.W.2017-5-6 to the May 25, 2017 Regional District of Bulkley-Nechako Board Meeting; and further, that staff be directed to provide a report in regard to the partnership with the Extended Producer Responsibility (EPR) Stewardship organization ReGeneration for Paint, Pesticides and Flammable Liquids Collection at the Smithers/Telkwa Transfer Station including implications of proposed changes; and further, that the report include the revenues that the RDBN no longer receives wherein the EPR Stewardship organization ReGeneration transferred its drop off locations to area Bottle Depots.”

(All/Directors/Majority)

CARRIED UNANIMOUSLY

Batteries are not included with the Extended Producer Responsibility (EPR) Stewardship organization ReGeneration.

Village of Granisle Marina

Alternate Director McGuire mentioned that the Village of Granisle received Rural Dividend funding for its Marina upgrade project and work has begun on the project.

ADJOURNMENT

Moved by Director Greenaway
Seconded by Director Bachrach

C.W.2017-5-8

“That the meeting be adjourned at 1:15 p.m.”

(All/Directors/Majority)

CARRIED UNANIMOUSLY