

## Community Liaison Committee

### Minutes

<b>Meeting # 9</b>	<b>Location: Video conference (Microsoft Teams)</b>
<b>Date: June 3, 2020</b>	<b>Time: 7:00 pm – 9:00 pm Mountain</b>

<b>Members &amp; Alternates</b>		
Alan Ure	RM School District #6	
Atma Sandher	Highway accommodation sector	✓
Betty Watson	RCMP	✓
Brian Weir	BCTA	
Chad Parent	Golden District Rod & Gun Club	✓
Charles Hamilton	CSRD	
Chris Cochran	Town of Golden (A)	
James Acton	Golden Cycling Club	
Jeff Watson	RCMP (A)	✓
Jill Dewtie	Golden Community Social Services Co-op	✓
Joanne Sweeting	Tourism Golden	✓
Jon Wilsgard	Town of Golden	✓
Jose Galdamez	Ktunaxa Nation	✓
Ken Schroeder	Golden and District Air Quality Committee	
Kyle Hale	Golden & Area Emergency Management	
Marion Eunson	Ktunaxa Nation	✓
Meg Langley	Wildsight	✓
Mike Pecora	Golden Fire Rescue	
Mike Rubenstein	Kicking Horse Mountain Resort	✓
Mike Wasylenki	RCMP	✓
Nick Phillips	Parks Canada	✓
Rav Soomal	Highway accommodation sector (A)	✓
Ron Oszust	BC Emergency Health Services	✓
Ryan Johannesen	Kicking Horse River Outfitters	✓
Shawn Billy	Shuswap Indian Band	
Steve Jackson	RM School District #6 (A)	
Tess Davies	Kicking Horse Country Chamber of Commerce	✓
Toby Barrett	Kicking Horse Mountain Resort (A)	✓
Treena Coney	Highway accommodation sector (A)	✓

<b>TI Corp/MoTI/Project Team</b>		
Art McClean	Operations Manager, MoTI	✓
Jack Stuempel	Communications/Engagement Lead, OE team (facilitator)	✓
Kathryn Lawrence	Senior Project Manager, TI Corporation	✓
Kipp Fennell	Indigenous Relations, MoTI	
Lindsay Parker	A/Associate Project Director, MoTI	
Lisa Payne	Associate Project Director, MoTI	✓
Mars Otten-Andrew	Manager, Transportation Planning, OE team	✓
Mike Lorimer	Project Director, TI Corporation	✓
Robin Taylor	Environmental Lead, OE team	✓
Tim Stevens	Lead Engineer, OE team	✓

1.	Welcome & introductions	Action by:
	<ul style="list-style-type: none"> <li>• Meeting participants introduced themselves.</li> </ul>	
2.	Confirmation of agenda	
	<ul style="list-style-type: none"> <li>• The agenda was adopted as circulated.</li> </ul>	
3.	Previous minutes	
	<ul style="list-style-type: none"> <li>• Previous minutes were accepted as circulated.</li> </ul>	
4.	Status of action items	
	<ul style="list-style-type: none"> <li>a. <u>Connect Ktunaxa Nation and Tourism Golden (Jack)</u> <ul style="list-style-type: none"> <li>o The connection has been made</li> </ul> </li> </ul>	
5.	Project Update and discussion	
	<ul style="list-style-type: none"> <li>a. <u>General - including procurement</u> <ul style="list-style-type: none"> <li>o Procurement is continuing with technical submissions from the three short-listed proponent teams to be submitted and reviewed during the summer.</li> <li>o The project is on track for a contract to be awarded in late summer or early fall, with construction to begin in fall 2020.</li> </ul> </li> <li>b. <u>Traffic management planning</u> <ul style="list-style-type: none"> <li>o Proponent teams have been seeking some relaxation of the restrictions on closures that have been imposed by the Province following consultation with stakeholders, including the Community Liaison Committee. While additional consultation with the community resulted in the Province allowing overnight closures of the Trans-Canada Highway in the canyon to end at 7 am rather than earlier, the proponents are also hoping to get more daylight hours of closure, primarily for worker safety. However, the Province has made it clear that safety and constructability must be balanced with impacts to highway users and the community that depends on the highway, and that no additional adjustments to the closure restrictions will be contemplated without consulting with the CLC.</li> <li>o One proposal is to extend the window for the permitted spring multi-day closures from the middle of May to the end of May, except for weekends, to function like the last two weeks of September. The total number of weeks the contractor would be permitted to use would be unchanged, but allowing the contractor 24-hour weekday closures in the last two weeks of May would give more daylight hours.</li> <li>o The group discussed a number of considerations to this proposal while showing cautious acceptance: <ul style="list-style-type: none"> <li>▪ Wildlife protection measures, such as accommodation of lambing season, would remain unchanged with a revision in the traffic management regime.</li> <li>▪ Confining the late May extended closures to weekdays would prevent significant impacts on rafters who typically only operate on weekends until June.</li> <li>▪ Communicating the details of highway openings and closures might become more challenging by adding the message of "extended closures-except-for-weekends" etc.</li> </ul> </li> <li>o The concept of the 20-minute stoppage has been evolving. The team is considering giving the contractor the option of stopping traffic in both directions for 20 minutes once per hour during</li> </ul> </li> </ul>	

	<p>permitted periods instead of continuous single-lane alternating traffic. The net impact on traffic would be reduced, but the contractor would have the ability to do more work. The group did not express major concern over this option.</p> <ul style="list-style-type: none"> <li>o The group strongly opposed a proposal to allow such 20-minute stoppages in the daytime during May, June and July (August was not included in the proposal). There was significant concern over the impacts on the tourism industry, and it was noted that the community's support has been based largely on the project team's expressed intention of avoiding daytime stoppages during the summer. It was suggested that there might be some room for flexibility in the evening as an alternative to daytime stoppages. The concerns and opposition were acknowledged by the project team.</li> </ul> <p>c. <u>Bulk water station</u></p> <ul style="list-style-type: none"> <li>o The project team is partnering with the Town of Golden to establish a bulk water station. This facility will be available to residents throughout the area while providing a safe and reliable replacement source of water for people currently drawing non-potable water from Dart Creek, which will become inaccessible during construction of Phase 4 highway improvements. The station is expected to be operational by fall 2020 before access to Dart Creek is closed.</li> </ul> <p>d. <u>Environmental fieldwork</u></p> <ul style="list-style-type: none"> <li>o Acoustic monitoring, together with drone and ground-based studies have helped to more clearly identify bat habitat areas. Bat detectors showed the presence of both little brown bats and Northern Myotis species.</li> <li>o A drone survey has also been done to identify wildlife trees and limber pine locations.</li> <li>o An amphibian survey and a rare plant survey will be undertaken in the summer.</li> <li>o The information collected will be reflected in the environmental summary report.</li> <li>o Baseline water sampling is also occurring at Dart Creek, and archaeological impact assessments are ongoing.</li> </ul>	
<p>6.</p>	<p>Environmental research findings</p>	
	<ul style="list-style-type: none"> <li>• The Rod and Gun club has been monitoring the movements and habits of sheep in the canyon with a program that has applied tracking collars on three rams and two ewes. About 6000 GPS points have been collected, showing ewes spending about 30% of their time within the project limits.</li> <li>• Four new lambs from the current season have been spotted in the canyon.</li> <li>• In response to a question, it was explained that wildlife crossing opportunities in the Phase 4 concept plan do not include overhead structures, but there are several bridges that will provide passage underneath the highway.</li> <li>• The project team will arrange a follow-up meeting with Wildsight to discuss that organization's recent research findings, as well as the effectiveness of wildlife fencing.</li> </ul>	<p>Jack</p>
<p>7.</p>	<p>Round Table: issues, opportunities, considerations</p>	
	<ul style="list-style-type: none"> <li>• Improvements on Highway 95 within the Town of Golden to help accommodate diverted traffic during major TCH closures are being</li> </ul>	

	coordinated as much as possible with the regular paving program and should be done by the fall. <ul style="list-style-type: none"><li>• The new roundabout in Radium is to be substantially complete by late fall.</li></ul>	
7.	Next steps / next meeting	
	<ul style="list-style-type: none"><li>• The next meeting might be called around mid-summer or when there is a matter requiring the attention of the CLC.</li></ul>	

Notes by Jack Stuempel