



DIRECTOR REPORT

To: Chair and Directors

Report Number: DR-BRD-010

From: Karen Goodings, Director

Date: November 17, 2020

Subject: **Gotta Go Service Function**

PURPOSE / ISSUE:

To allow the preparation of a Bylaw for the establishment of a Service Function for Gotta Go, that would allow the PRRD to operate, maintain and provide grant-in-aid for the roadside facilities located at km 319 (Trutch), and the proposed outhouse at km 250 (Sikanni Brake Check).

RECOMMENDATION #1: [Corporate Unweighted]

That the Regional Board authorize the establishment of a Service Function for the “Gotta Go” initiative.

RECOMMENDATION #2: [Corporate Unweighted]

That the Regional Board identify electoral areas and member municipalities for inclusion in the “Gotta Go” service establishment bylaw service (benefitting) area.

BACKGROUND/RATIONALE:

In 2017, the North Peace Economic Development Commission (NPEDC) contracted a review of the rest areas and facilities available along major transportation corridors throughout the North Peace. The review clearly identified the need for additional investment in the rest area portions of the road infrastructure in the region, and particularly, noted that more facilities were needed for travelers heading up the Alaska Highway.

The purpose of the Gotta Go initiative is to develop and manage roadside facilities along remote areas of the Alaska Highway throughout northeast BC. These facilities will include wheelchair accessible washroom amenities, picnic benches, tourism informational kiosk, signage for safety and emergency management, and increased communication technologies.

The Gotta Go Partners include the PRRD, Northern Rockies Regional Municipality (NRRM), Ministry of Transportation and Infrastructure (MOTI), Public Services & Procurement Canada (PSPC), and Northern BC Tourism Association. Funding partners within the PRRD include Electoral Area B, Hudson’s Hope, District of Taylor, City of Dawson Creek, District of Chetwynd, and the District of Tumbler Ridge.

The Gotta Go Partners (parties) have been developing a Memorandum of Understanding (MOU) intended to outline guiding principles, roles and responsibilities between the parties, and establish a coordinated approach for establishing, maintaining and funding the development of adequate roadside facilities along the Alaska Highway. The parties agree that there is an opportunity to promote First Nation recognition, tourism, history, and community, while improving public safety, cleanliness, access, and connection. Gotta Go will also be filling a need for public infrastructure.

In October 2018, the Gotta Go partners piloted a test site at km 319 (Trutch) of the Alaska Highway. The site includes two accessible outhouse facilities, garbage cans, a cellular booster tower and a DriveBC camera. Picnic tables have been purchased and are ready for placement. Informational kiosk and additional signage is still to come.

Based on the success of km 319 (Trutch), the parties have identified the pullouts at km 250 (Sikanni Check Brake), and km 536 (Steamboat) for the development of future sites. The Parties have received a grant in the amount of \$285,750 from Northern Development Initiative Trust, to be used for the construction of the km 250 (Sikanni Brake Check) and km 536 (Steamboat) locations.

The Parties have agreed that a Maintenance Trust Fund will be created to fund the maintenance of all three sites, and that each Party will supply predetermined funding to the Trust.

The NRRM will be responsible for holding and managing the Trust, and manage maintenance contracts for all sites, and will fund maintenance costs at km 536 (Steamboat).

MoTI and PSPC have both committed funding for the project that will be used for capital and operations.

The PRRD Funding Partners have agreed, in principle, that the PRRD will fund future maintenance costs for km 319 (Trutch), and km 250 (Sikanni Brake Check).

Anticipated costs for the proposed “Gotta Go” function include:

- Annual maintenance for each roadside facility – km 319 and km 250
- Development, maintenance and replacement costs of cellular boosters if required

STRATEGIC PLAN RELEVANCE:

- ☒ Partnerships
 - ☒ Collaboration with Local and First Nations governments
- ☒ Advocacy
 - ☒ Increased broadband connectivity for rural communities - Situational/Gap Analysis and Investment

Attachments:

1. Approximate Costs for the km 319 (Trutch) Location
2. Anticipated Capital Costs and Maintenance Costs for the Sikanni and Steamboat Locations
3. Map of Proposed Gotta Go Locations