

BC SOUTHERN INTERIOR

REGIONAL GROUND TRANSPORTATION STUDY



August 2023

PREPARED FOR



PREPARED BY



toopconsulting

Territorial Acknowledgement

The ETSI-BC service area includes 33 First Nations Communities, including those belonging to the Ktunaxa, Nlaka'pamux, Secwépemc, Sinixt, Stó:lō and Syilx/Okanagan Nations, plus 5 Independents.

The region is also home to 14 Chartered Métis Communities.

We are grateful to live, work, travel and play on this land.

Funding Acknowledgement

The BC Southern Interior Regional Ground Transportation Study has been made possible thanks to funding from the BC Ministry of Transportation and Infrastructure.



BRITISH
COLUMBIA

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01 Introduction

WHAT IS THIS PROJECT ABOUT?

Recognizing the importance of inter-community ground transportation service to the economic and social needs of residents in BC's Southern Interior, the Economic Trust of the Southern Interior (ETSI-BC) has commissioned a Regional Ground Transportation Study, with funding support from the Province of BC.

The purpose of the study is to help us gain a broad understanding of local government, First Nations' and other stakeholder perspectives in our service area pertaining to:

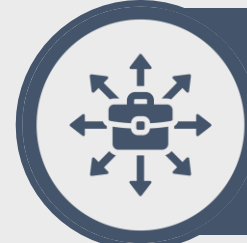
- Current use of existing bus and other ground transportation services in the Southern Interior
- Challenges and opportunities with existing rural, regional, inter-community passenger transportation
- Possible roles that local/regional governments and First Nations could play in supporting inter-urban passenger transportation options, and
- Other key factors related to this topic.

This project was led by WATT Consulting Group in collaboration with ETSI-BC and its project partner Toop Consulting.

WHY ARE WE DOING THIS PROJECT?



Increase use of existing bus and other ground transportation services in the Southern Interior.



Identify challenges and opportunities with existing rural, regional, inter-community passenger transportation.



Identify possible roles that local/regional governments and First Nations could play in supporting inter-urban passenger transportation options.



Fill in gaps in transportation.

02 About ETSI-BC

ETSI-BC'S MANDATE

The mandate of the Economic Trust of the Southern Interior (ETSI-BC) is to help build a strong economy and stronger communities in our region.

ETSI-BC acts as a catalyst in strengthening and diversifying the economy of the Southern Interior of BC and the organization helps communities in our region to realize their economic development aspirations by providing funding, resources and knowledge, according to our five Strategic Pillars.

ETSI-BC project funding is made with a focus on smaller, rural and First Nations communities, and an emphasis on encouraging collaboration.

We work with local governments, First Nations communities, economic development practitioners, non-profit business support organizations, industry groups and accelerators, and we support post-secondary entrepreneurship initiatives and industry/academic research collaborations with the six public post-secondary institutions in our region.

ETSI-BC 2021-24 Strategic Pillars



03 Community Context

COMMUNITY OVERVIEW

The scope of this study comprises the entire service area of the Economic Trust of the Southern Interior, encompassing a large and diverse region bounded by Blue River to the north, the US border to the south, the Alberta border to the east and Hope to the West.

This area includes all or part of nine Regional Districts, 33 First Nation Communities, 53 incorporated municipalities, and many unincorporated communities that are home to more than 750,000 residents. Almost half of residents live in urban areas and the remaining live in rural communities.

For administrative purposes, this service area, encompassing almost 150,000 square kilometers, is divided into two major regions:

- **Thompson-Okanagan Region**
- **Columbia-Kootenay Region**

Within each Region is a mix of urban and rural populations and a range of geographies, socioeconomic and transportation contexts. This diversity presents both challenges and opportunities to developing a cohesive, complete and convenient transportation network. Over the next few pages, we present an overview of some of these key differences.

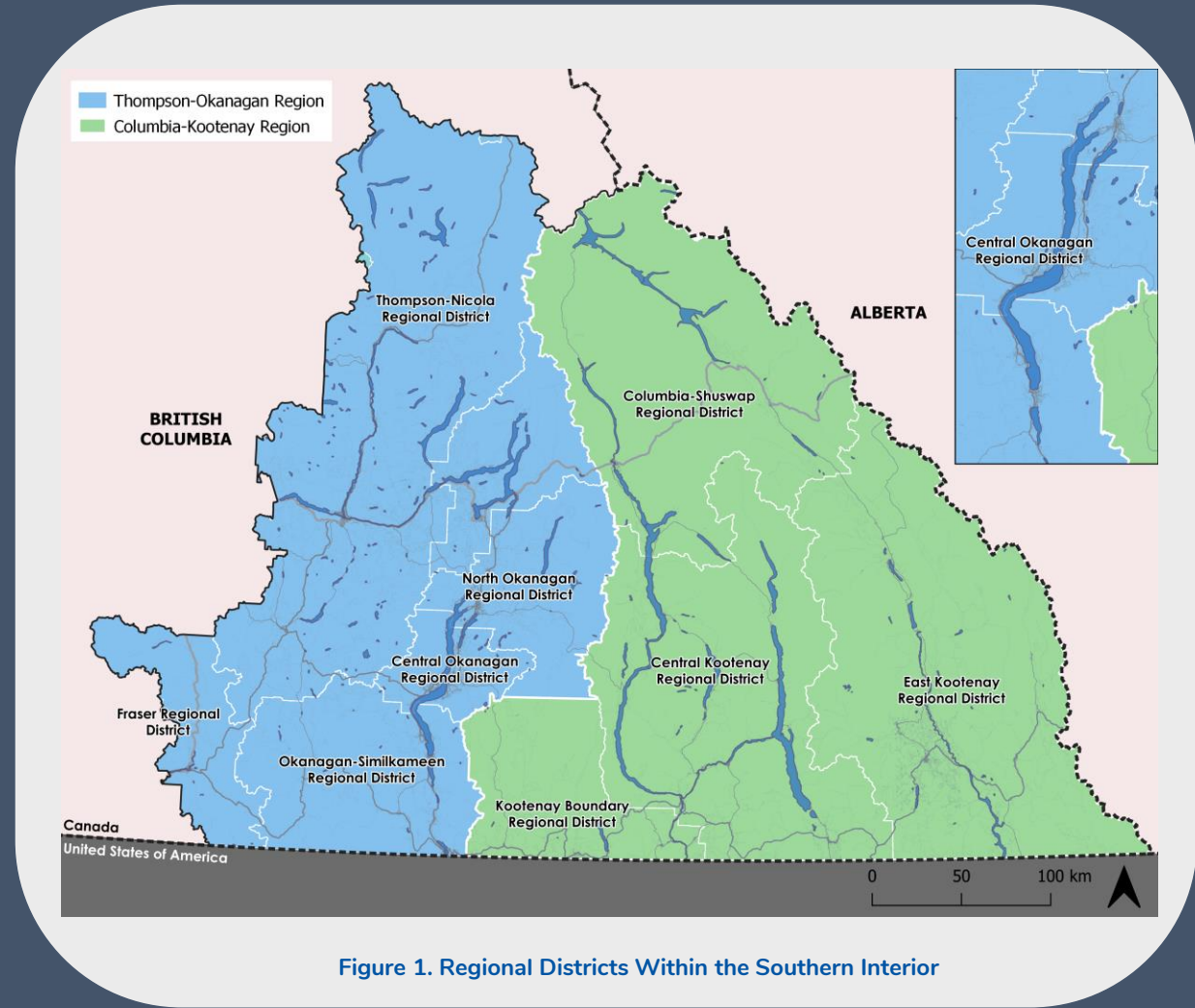


Figure 1. Regional Districts Within the Southern Interior

03 Community Context

URBAN VS. RURAL

Almost half of the area's population lives in urban areas (communities with populations over 25,000) with the remaining population distributed in smaller towns, Indigenous communities and rural areas.

Urban populations are focused across five regional centres all within the Thomson-Okanagan Region: Kelowna and West Kelowna, Kamloops, Vernon and Penticton. These larger regional centres are characterized by relatively high population densities, relatively compact land uses, large employment centres, post-secondary institutions and healthcare and social services. These centres each have a local transit system that support local community mobility as well as provide some regional connectivity. The extent of regional connectivity provided varies by system.

Rural populations are spread almost evenly across the two Regions (almost 50/50 split), with a majority of First Nation communities in the Thompson-Okanagan Region (27) and six in the Columbia-Kootenay Region. Lower densities, longer travel distances, fewer transportation options and an older population base characterize rural areas. Rural residents typically need to travel to nearby towns or the regional centres to access employment, education, healthcare and services.

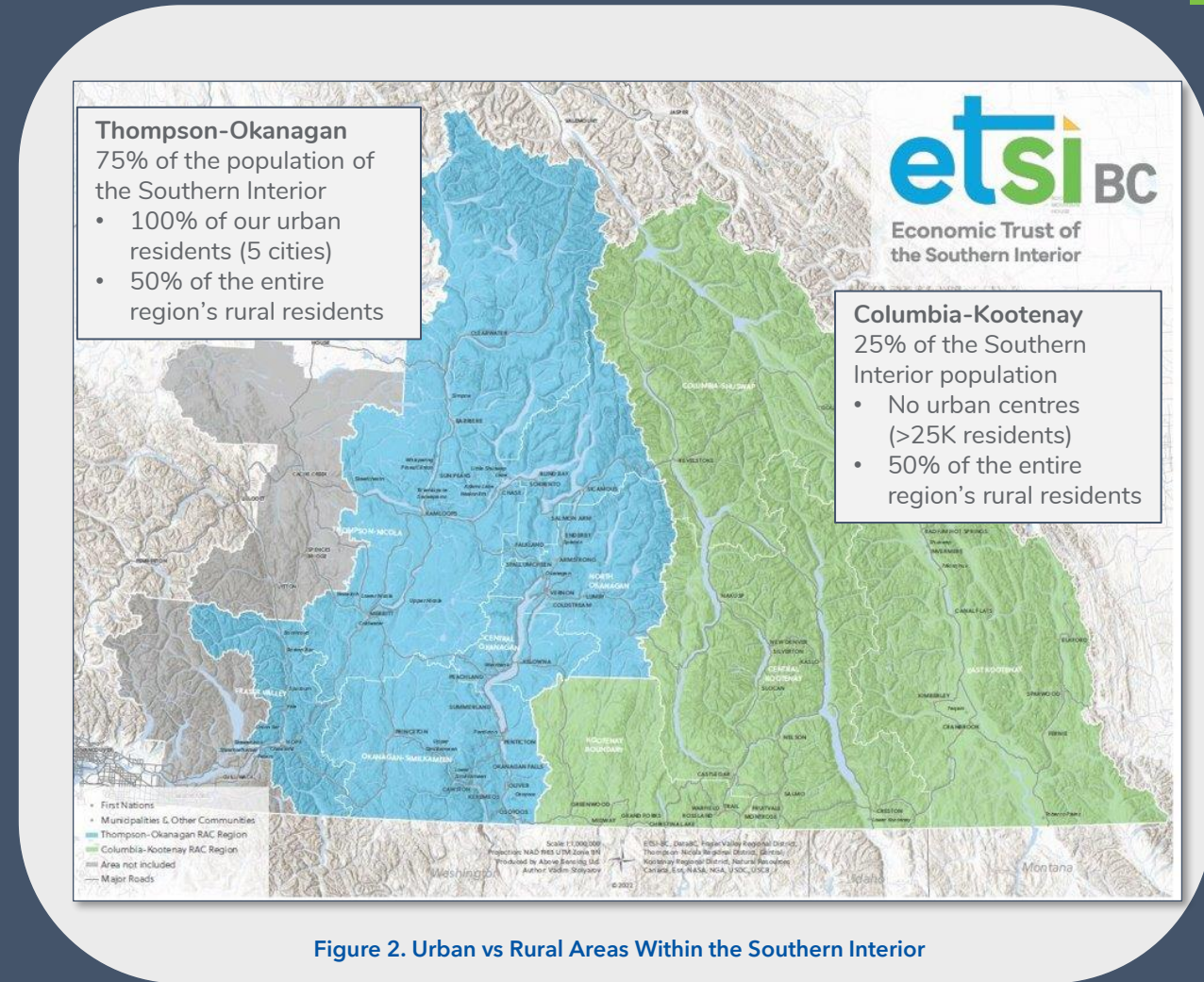


Figure 2. Urban vs Rural Areas Within the Southern Interior

03 Community Context

POPULATION CHARACTERISTICS

The Regional District of the Central Okanagan (RDCO) has the highest population in the Southern Interior, with the City of Kelowna and its region having the highest population, density, employment and education opportunities within the Southern Interior. The Thompson-Nicola Regional District (TORD) is the second most populous with the City of Kamloops as its regional centre and the second highest in population. These two Regional Districts have also seen the most significant population increases in the region.

The Southern Interior has a growing population of younger seniors and elders (60 to 74 years). As this group ages, transportation services will become increasingly important to serve their mobility needs. Older seniors and elders (above 75 years of age) and youth (below 14 years) comprise almost a quarter of the population of the region, representing a significant transit ridership potential as each group continues to grow older.

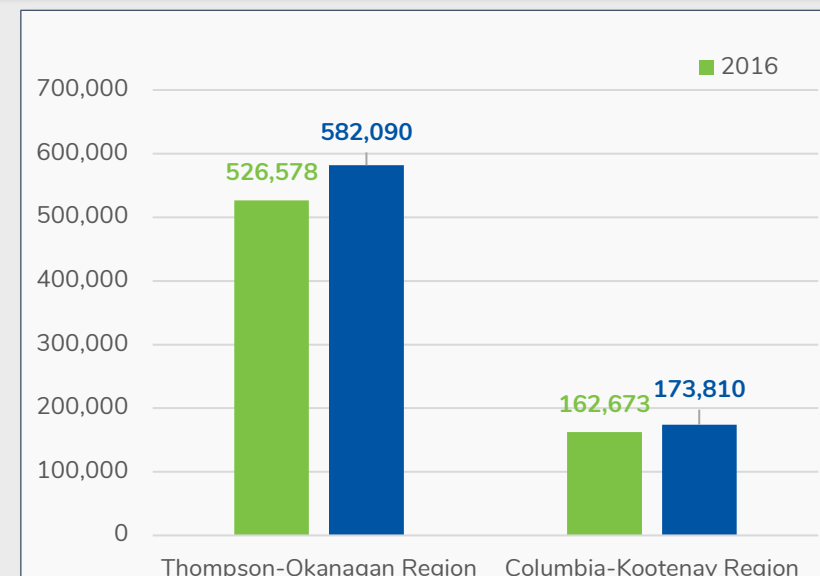
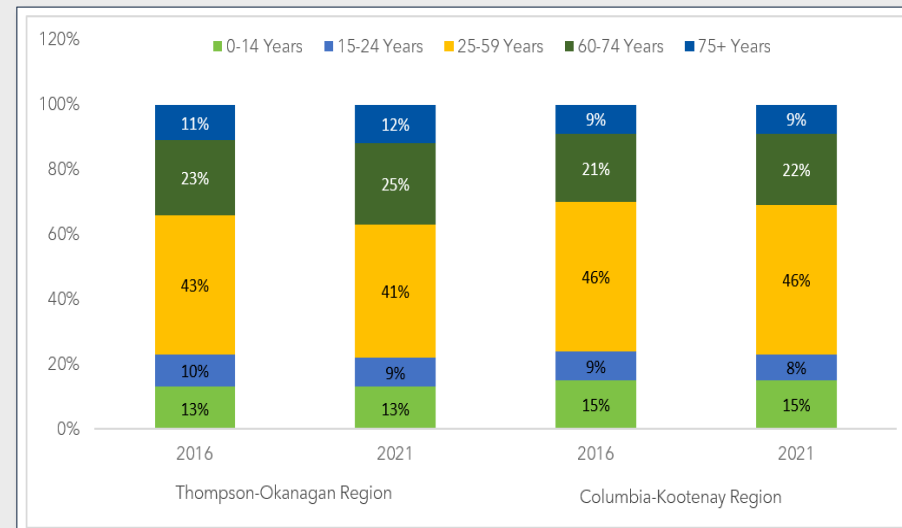


Figure 3. 2016 - 2021 Population Trends (Statistics Canada)

03 Community Context



How Age Impacts Transit

When evaluating potential transit demand for a community, its demographic makeup tends to be a strong indicator of transit potential.

Youth (0-24 years) but more importantly in this case older seniors (75+ years) tend to be more dependent on others for their mobility needs. Transit services afford them independence, particularly in cases where they also may not be able to drive a personal vehicle or may choose to drive less often.

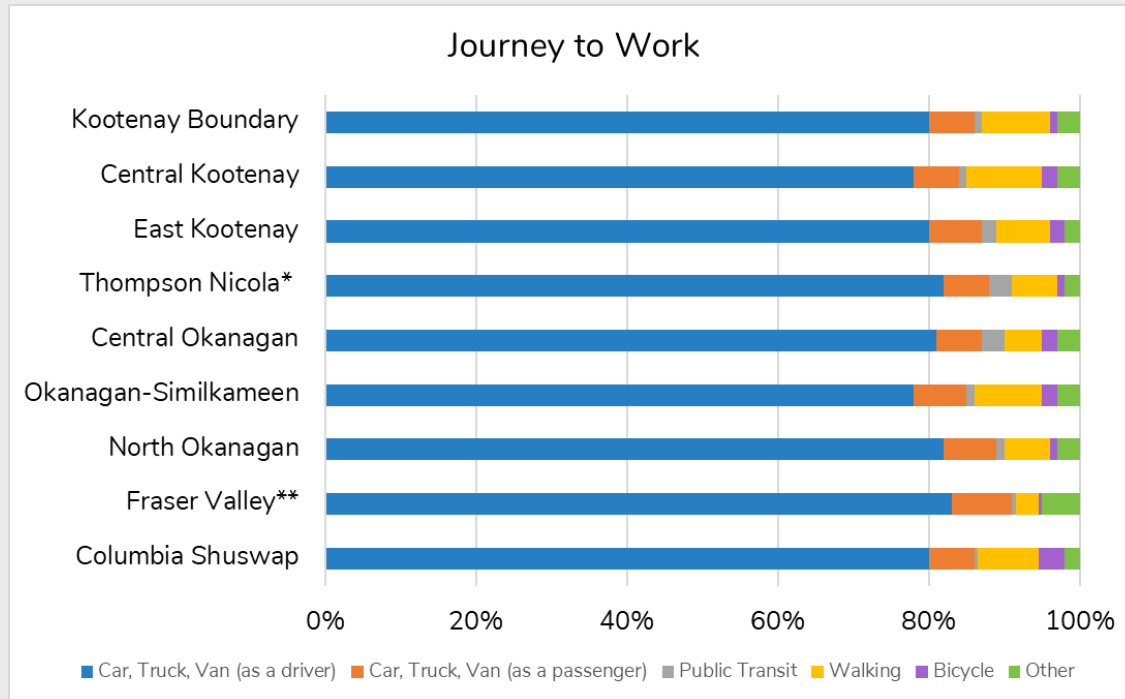
Looking at the population trends between 2021 and 2016 Census periods, most Regional Districts show a growing proportion of younger seniors, with this trend highest in the Okanagan-Similkameen and Kootenay-Boundary Regional Districts.

Figure 4: Population Composition and Change by Regional District

03 Community Context

MAIN MODE OF COMMUTING (2021 STATISTICS CANADA)

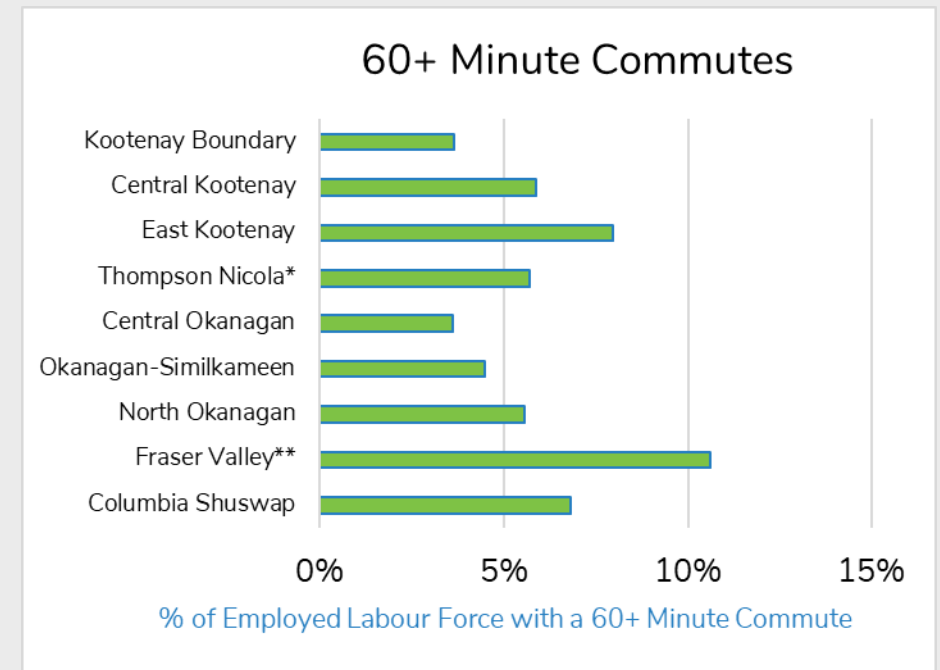
Much of the employed labour force in the nine regional districts commutes to work in a vehicle, followed by walking, and then transit and active transportation options. While these data only capture commuting trips, they do generally indicate the types of transportation options available in Regional Districts.



* Excludes Electoral Areas E & I ** includes only Hope and Electoral Areas A & B

Figure 5: Commuting Trips, Journey to Work

Most of the people commuting travel for less than 15 minutes to reach their employment. The most likely segment to use transit are the people with a commute of 60 minutes or greater. The regions with the highest percentages of 60+ minutes commutes are the Fraser Valley and East Kootenay Regional Districts.



* Excludes Electoral Areas E & I ** includes only Hope and Electoral Areas A & B

Figure 6: % of Employed Labour Force with a 60+ Minute Commute

03 Community Context

EMPLOYMENT OPPORTUNITIES

About 75.1% population in the Thompson-Okanagan Region is employed full-time, 20.5% are employed part-time, and 4.4% are unemployed. Major employment opportunities are provided by the service-sector industries and goods-sector industries. Moreover, about 50% of the employment opportunities are concentrated in the Regional Districts of the Central Okanagan, Okanagan-Similkameen, and North Okanagan.

Similarly, about 72.2% population in the Columbia-Kootenay Region is employed full-time, 23.6% are employed part-time, and 4.3% are unemployed. Major employment opportunities in this region are also provided by the service-sector and goods-sector industries, with a majority of these opportunities concentrated in the East Kootenay Regional District followed by the Central Kootenay Regional District.

As one thinks about travel patterns and the need for connectivity for employment, focus should be on regional connections within these Regional Districts.

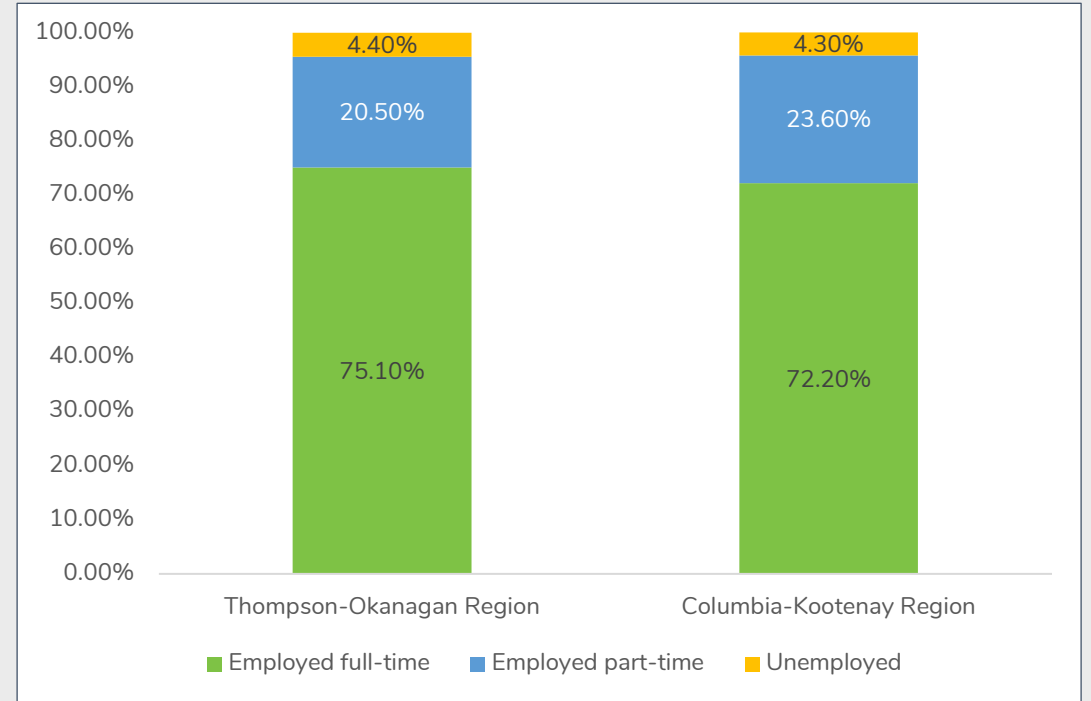


Figure 7. 2023 Labour Force (Statistics Canada)

03 Community Context

SOCIOECONOMICS

When comparing Southern Interior socioeconomic information against the provincial averages, some key regional trends emerge:

- The Southern Interior Region median income, for both individuals and household, is approximately \$20,000 less than British Columbia as a whole. The results between the Thompson-Okanagan and Columbia-Kootenay regions are relatively similar.
- Unemployment rates are 0.3% lower than the provincial average in the Columbia-Kootenay Region, but 0.6% higher in the Thompson-Okanagan Region.
- Labour force participation rates are 2.9% lower than the provincial average in the Thompson-Okanagan Region and 5.7% lower in the Columbia-Kootenay Region.

Lower incomes and employment rates often correlate with higher demand for public transportation.

British Columbia Key Socioeconomic Context:

- Median Individual Income : \$67,500
- Median Household Income: \$96,270
- Unemployment Rate: 4.7%
- Labour Force Participation: 65.1%

Source: Statistics Canada 2021

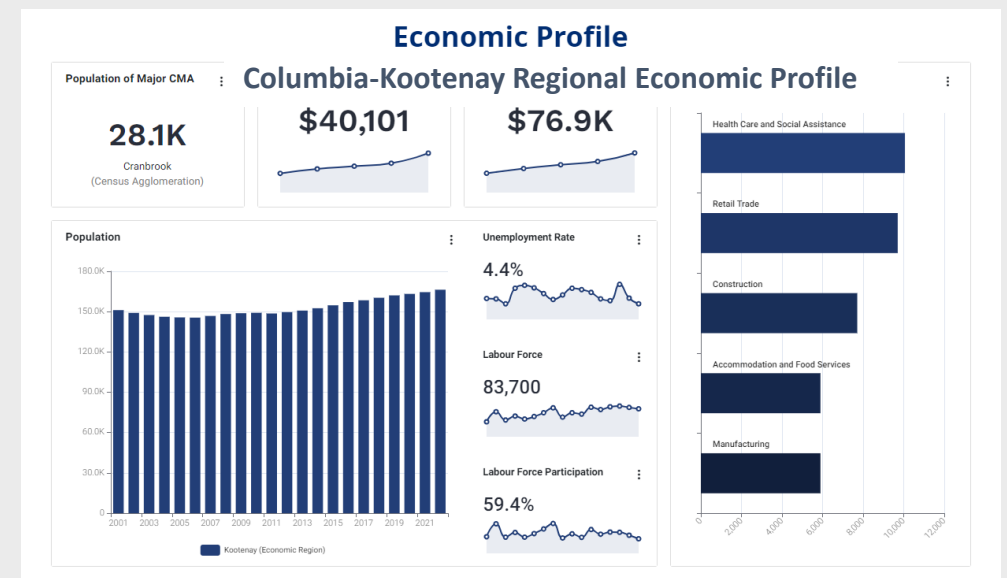
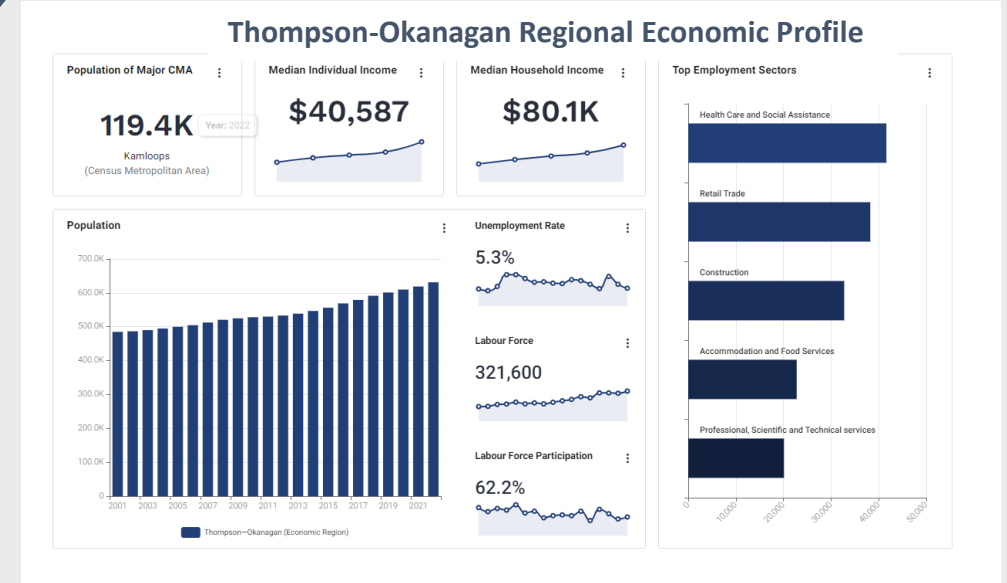


Figure 8. Socioeconomic Context, Source www.britishcolumbia.ca

04 Engagement

ENGAGEMENT APPROACH

The Regional Ground Transportation Study was supported by a robust engagement process incorporating various opportunities for First Nation communities, local governments, stakeholders and citizens to be actively involved in shaping the outcome of the review and its recommendations. The engagement approach included:

- A project **Working Group** made up of representatives from First Nations, local governments and post-secondary organization—all of whom provide guidance and insight into the process and recommendations.
- A **project web landing page** on the ETSI-BC website to direct participants to the engagement opportunities and how they could reach the project team.
- **Eight virtual roundtable group sessions** were held with community representatives and stakeholder organizations June 14-21, 2023.
- Additional targeted **one-on-one interview sessions** were held with members of Interior Health, BC Transit, Tourism Fernie & Fernie Chamber of Commerce.
- An **online survey** focused on hearing from organizations and stakeholders was available from June 12-26, 2023 and 214 survey responses (186 completed surveys) were received.
- The **information was promoted broadly** through ETSI-BC communications channels, with targeted emails to participate in roundtables and the survey also sent to key groups.

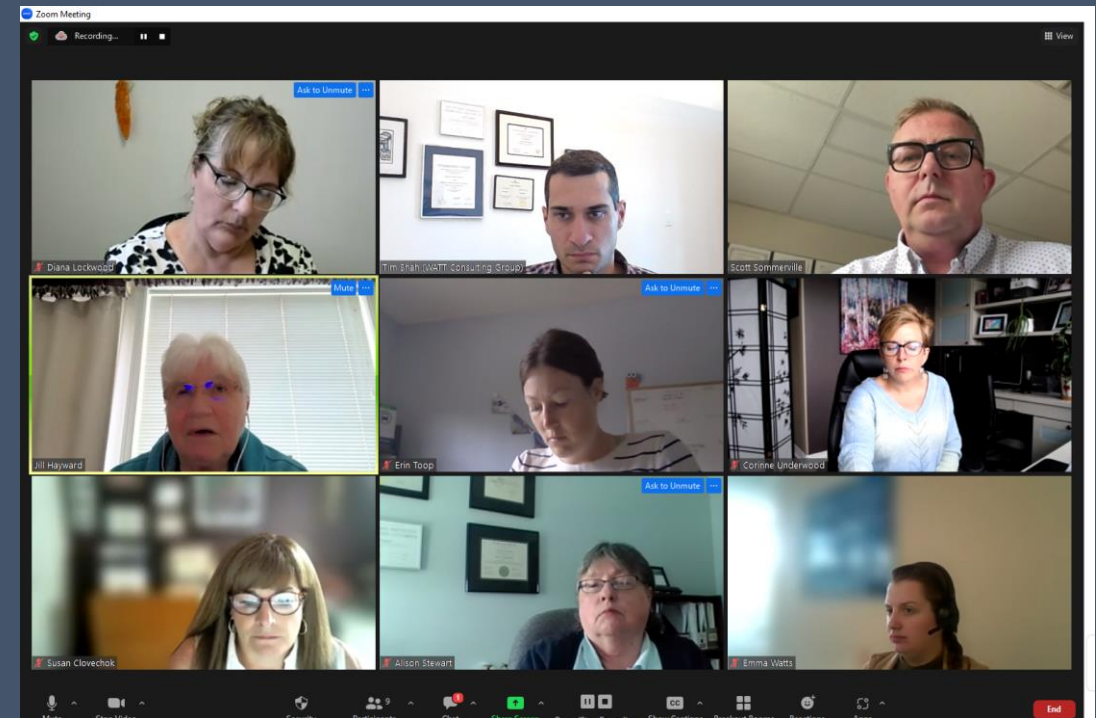
BC Southern Interior Regional Ground Transportation Study - Online Survey

Destinations, Connections, Purpose, Types of Travel

1. What type of organization do you belong to? (select one response only)

- Indigenous Government / Community - Write In (Required)
- Regional District - Write In
- Municipality - Write In (Required)
- Chamber of Commerce / Economic Development
- Post-Secondary Institution
- Health Care
- Tourism Operator
- Existing Transportation Service Provider
- Other Community Organization - Write In (Required)

2. What is the name of the community where your organization is located?



04 Engagement

WORKING GROUP PARTICIPANTS

- ❖ Laurel Douglas, ETSI-BC
- ❖ Erin Toop, Toop Consulting (on behalf of ETSI-BC)
- ❖ Aminda Joseph, ʔaḡam First Nation
- ❖ Arnold John, Tk'emlúps te Secwépemc
- ❖ Collette Sunday, Upper Nicola Band
- ❖ Kari Relander, Lower Nicola Indian Band
- ❖ Tetku Marchand, Okanagan Indian Band
- ❖ Bill Newell, Regional District of Okanagan-Similkameen
- ❖ David Komaïke, Regional District of Central Okanagan
- ❖ David Sewell, Regional District of North Okanagan
- ❖ Donna Dean, Regional District of Kootenay Boundary
- ❖ Jeremy Dresner, Regional District of Okanagan-Similkameen
- ❖ John MacLean, Regional District of Columbia-Shuswap
- ❖ Scott Hildebrand, Regional District of Thompson-Nicola
- ❖ Shawn Tomlin, Regional District of East Kootenay
- ❖ Suraj Bral, Regional District of Okanagan-Similkameen
- ❖ Tom Dool, Regional District Central Kootenay
- ❖ Mark Fercho, City of Cranbrook
- ❖ Dr. Sarah Breen, Selkirk College



04 Engagement

ENGAGEMENT ROUNDTABLE AND INTERVIEW PARTICIPANTS

- ❖ Neskonlith Indian Band
- ❖ Regional District of Thompson-Nicola
- ❖ Regional District of East Kootenay
- ❖ Regional District of Central Kootenay
- ❖ Regional District of Fraser Valley
- ❖ BC Transit – Kamloops
- ❖ BC Transit – East and West Kootenays
- ❖ BC Transit – Okanagan
- ❖ BC Transit – Kelowna
- ❖ Interior Health
- ❖ Passenger Transportation Board
- ❖ College of the Rockies Invermere Campus
- ❖ Penticton and Area Cooperative Enterprises
- ❖ Fernie Chamber of Commerce
- ❖ City of Castlegar
- ❖ Tourism Fernie
- ❖ Town of Oliver
- ❖ Village of Keremeos
- ❖ Village of Salmo
- ❖ Tourism of Sun Peaks
- ❖ Tourism Wells Gray
- ❖ BlueStar Coachlines
- ❖ Konkin – Cycling Without Age
- ❖ Foresight Canada

05 Engagement Results

SURVEY AND ROUNDTABLE RESULTS

The following section provides highlights from the survey results, with notes on key themes heard through the survey, as well as roundtable and one-on-one interview sessions.

In general, there was strong alignment between what was heard in the virtual sessions and the survey results. These broader findings are also outlined in the subsequent Sections 6 and 7: Existing Transportation Services and Challenges.

Please also see the [Appendix A](#) What We Heard for the full summary of survey and virtual session results.



186 Survey Respondents



41 Working Group and Roundtable Participants



827 Total Comments

05 Engagement Results

SURVEY PARTICIPATION PROFILE

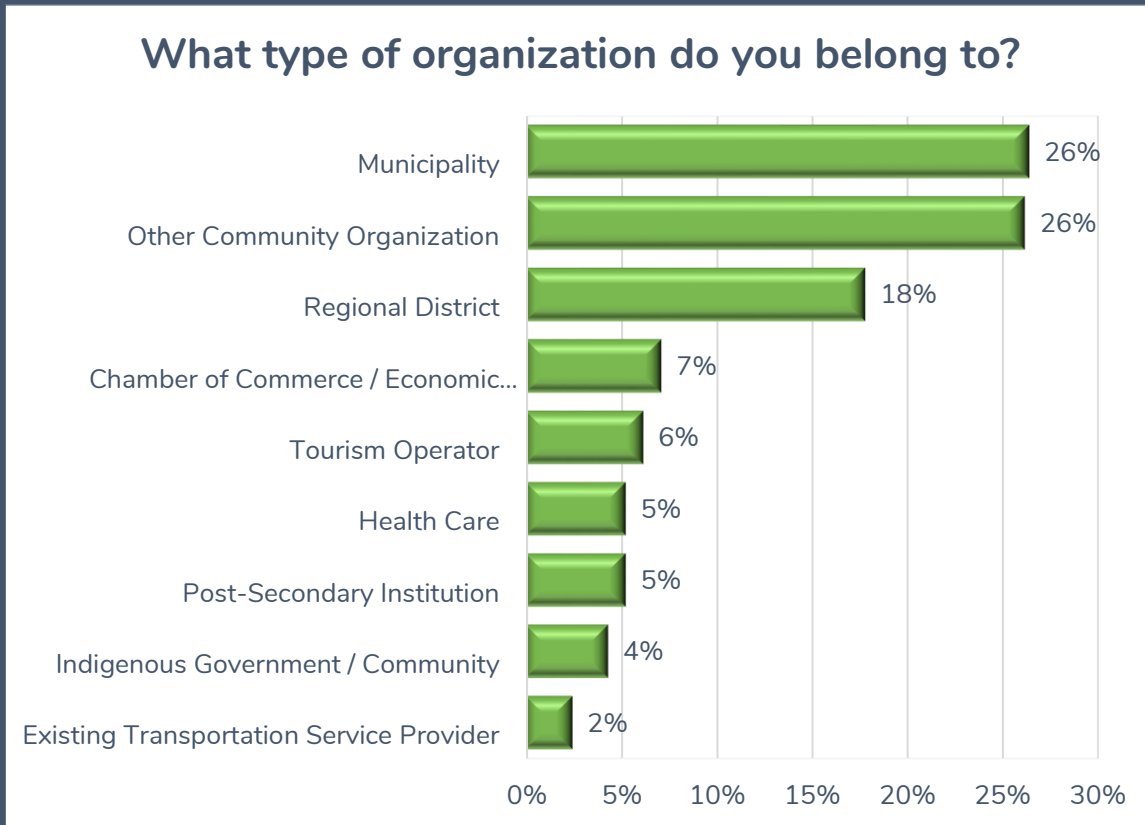


Figure 9. Participating Organizations

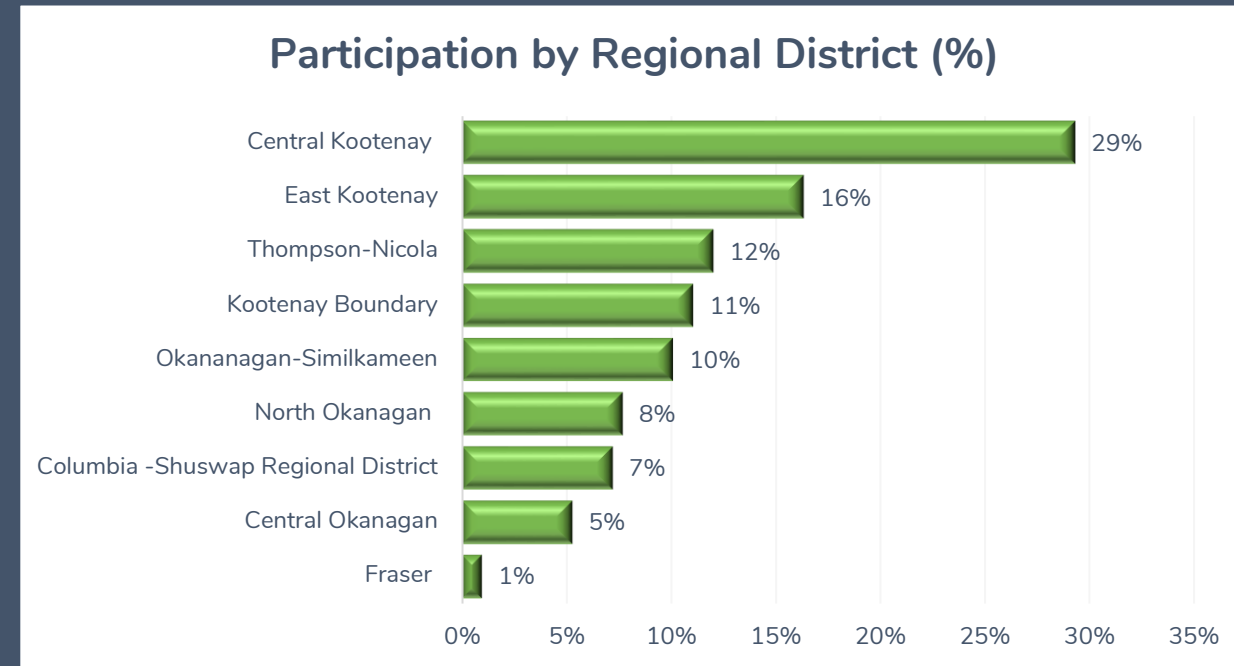


Figure 10. Participation by Regional District

Key Findings

- Email invitations were sent to 100 Stakeholders, 214 responses received (186 completed surveys)
- Wide range of organization types provided feedback
- Heard from all 9 Regional Districts

05 Engagement Results

DISTANCE TRAVELLED & TOP REGIONAL DESTINATIONS



Figure 11. Distance Travelled to Destination

Top Regional Destinations

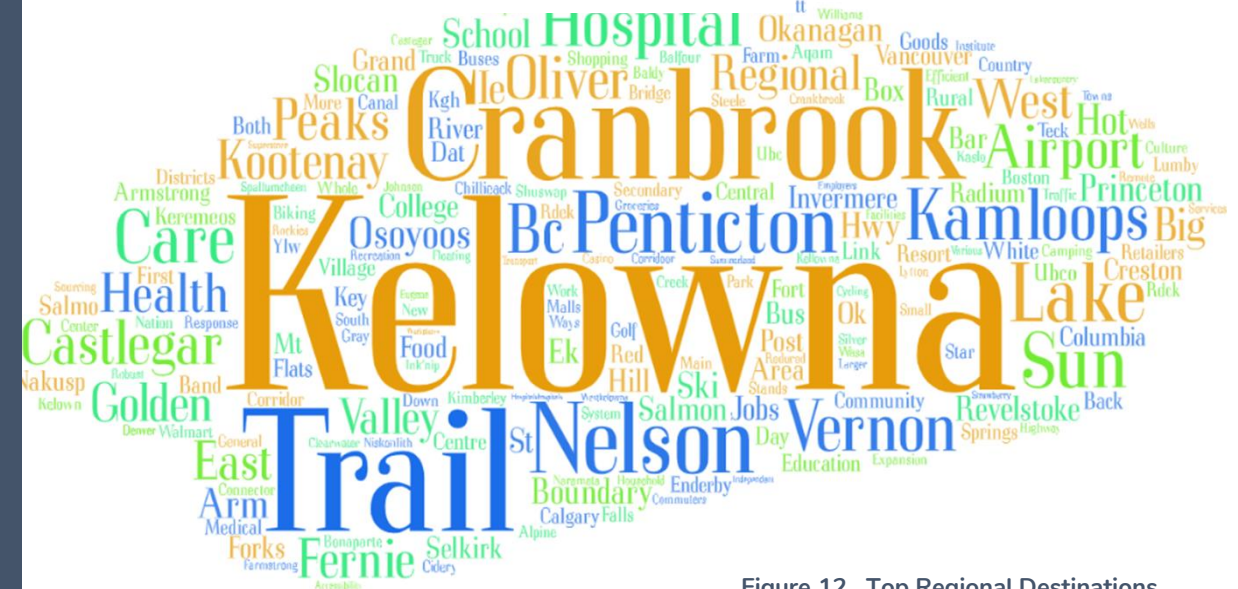


Figure 12. Top Regional Destinations

Key Findings:

- Day to day goods and services trips taken within 25km
- People are travelling farther for health care services
- Distance to place of employment generally within 100km
- Survey participants were asked to identify their top three regional destinations. Based on survey results, Kelowna, Cranbrook, Trail, Kamloops and Penticton, which align with what was heard during roundtable sessions. These are also communities with major health care destinations.

05 Engagement Results

AVAILABLE TRANSPORTATION OPTIONS

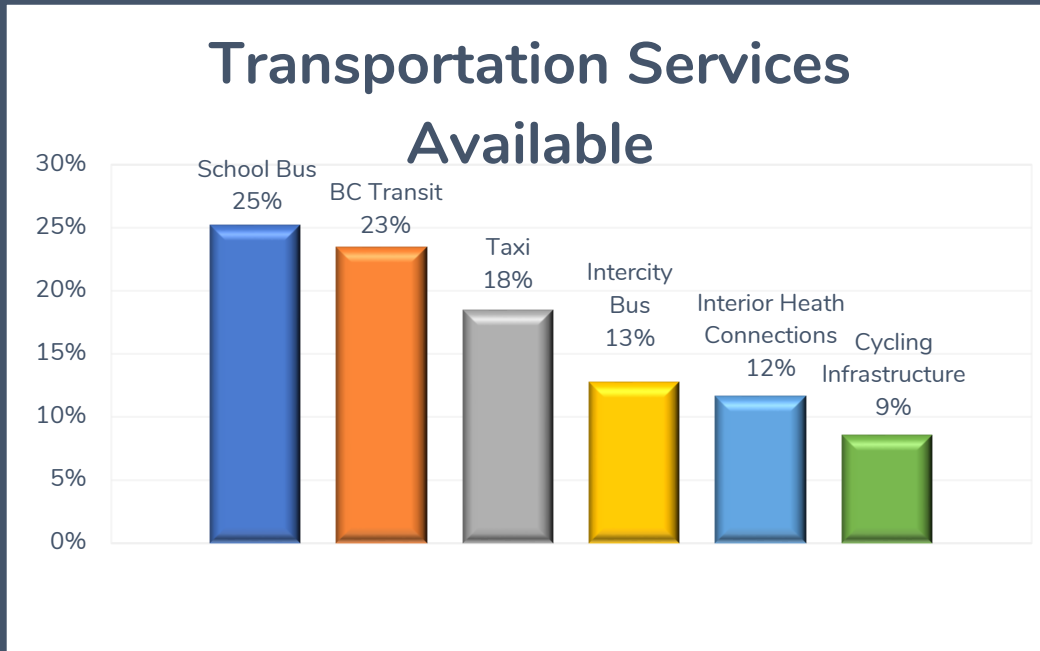


Figure 13. Transportation Services Currently Available

Key Findings:

- School bus and BC Transit are the most commonly available services, though level of service for BC Transit options varies widely between the different communities
- Relative lack of taxi compared to urban areas

In addition to the options provided at left in the survey, participants also cited these other transportation options available in their areas:

- Masonic Lodge Cancer Car which takes patients to Kelowna
- Volunteer Driver Program through the Seniors activity Centre for medical services
- Shuttle YYC to Golden and Downtown to Kicking Horse (December 22 –April 1)
- Cariboo-Okanagan Connector -for medical transport only (Pilot project with Interior Health)
- Angel flight (East Kootenay) serves Kelowna health care safe walking paths
- LSCSS Volunteer Driver Program
- Lime shared e-scooters and e-bikes
- HandyDART
- Mountain Man Mike
- Social Media (Facebook)
- Teck’s work buses
- Private paid shuttles
- Fernie Tourism Shuttles



05 Engagement Results

WHAT IS WORKING WELL & WHAT MATTERS THE MOST

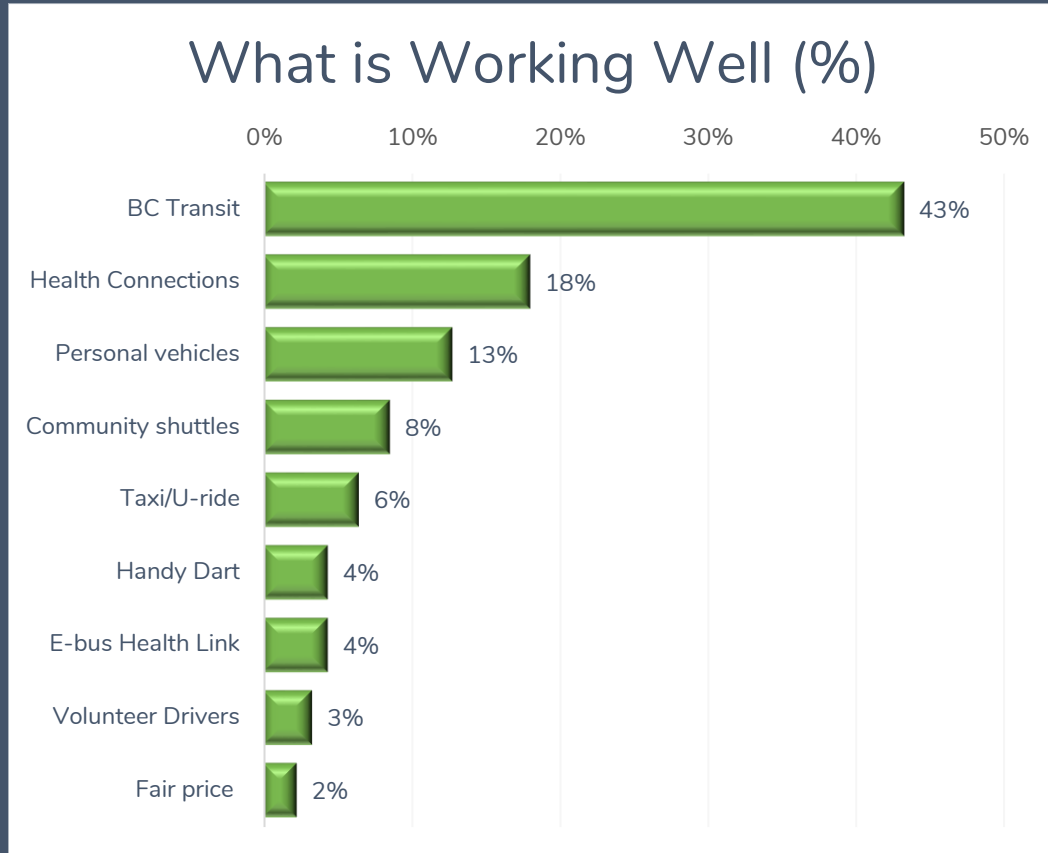


Figure 14. What is Working Well



Figure 15. What Matters the Most

Key Findings:

- BC Transit and Health Connections working well but participants also stated there is a need for more service to meet demand and better enable access to employment, services and medical appointments.
- Connections to regional centres, reliability of service and aligning with community needs were seen as the most important attributes to consider around any future intercommunity transportation improvements.

05 Engagement Results

CHALLENGES & OPPORTUNITIES: CURRENT SERVICE SATISFACTION LEVELS

SUBSTANTIAL DISSATISFACTION WITH:

- Trip or service frequency (84%)
- Closeness of transportation service to key destinations outside community (83%)
- Days of the week of operation (77%)
- Closeness of transportation service to your community (70%)
- Accessibility to people with a disability (65%)

MOST SATISFIED WITH:

- Value for the money / fares (38%)
- Feeling of personal safety while using or waiting for the service (37%)
- Comfort of vehicles (33%)

	Very Dissatisfied	Dissatisfied	Somewhat Dissatisfied	Neutral/ Unsure	Somewhat Satisfied	Satisfied	Very satisfied
Trip or service frequency	42%	29%	13%	9%	5%	2%	0%
Closeness of transportation service to key destinations outside of your community	37%	30%	15%	6%	6%	5%	0%
Days of the week of operation	36%	28%	13%	12%	7%	3%	2%
Closeness of transportation service to your community	28%	26%	15%	9%	13%	6%	2%
Accessibility to people with a disability	34%	16%	15%	22%	4%	7%	1%
Access to information on transportation services that are available	18%	22%	20%	16%	15%	6%	2%
Ability to book a trip online or over the phone	22%	16%	11%	33%	12%	6%	1%
Value for the money / fares	14%	12%	8%	29%	15%	13%	10%
Feeling of personal safety while using/waiting for the service	12%	7%	13%	31%	12%	14%	10%
Comfort of vehicles	16%	6%	7%	38%	14%	14%	5%

Figure 16. Current Service Satisfaction Levels

05 Engagement Results

CHALLENGES TO EXISTING REGIONAL OR INTER-COMMUNITY SERVICES

Key Findings:

When asked what challenges are most prominent to the existing regional or inter-community services available, eleven major themes were identified with the top three being (1) lack of frequency; (2) route coverage; and (3) full service to local communities.

Challenges to existing regional or inter-community services

Lack of frequency/scheduling	34%
No service in rural communities	18%
Lack of full services to local communities	14%
Volume of daily commuters	10%
Funding	6%
Cost of taxi/private shuttles	4%
Weekend availability	3%
Lack of options for return journey in rural communities	3%
Limited hours & coverage of inter-community buses	3%
Lack of service on Castlegar, Nelson & Trail route	3%
Lack of information about services/awareness	1%

05 Engagement Results

CHALLENGES AND OPPORTUNITIES - QUOTES

“We have full neighbourhoods that do not have transit service. The frequency outside of college school hours is challenging”

Respondent representing a Municipality

“Time of service is challenging. At peak times buses are full and there's no room. But there's no service later in the evenings or on Sundays”

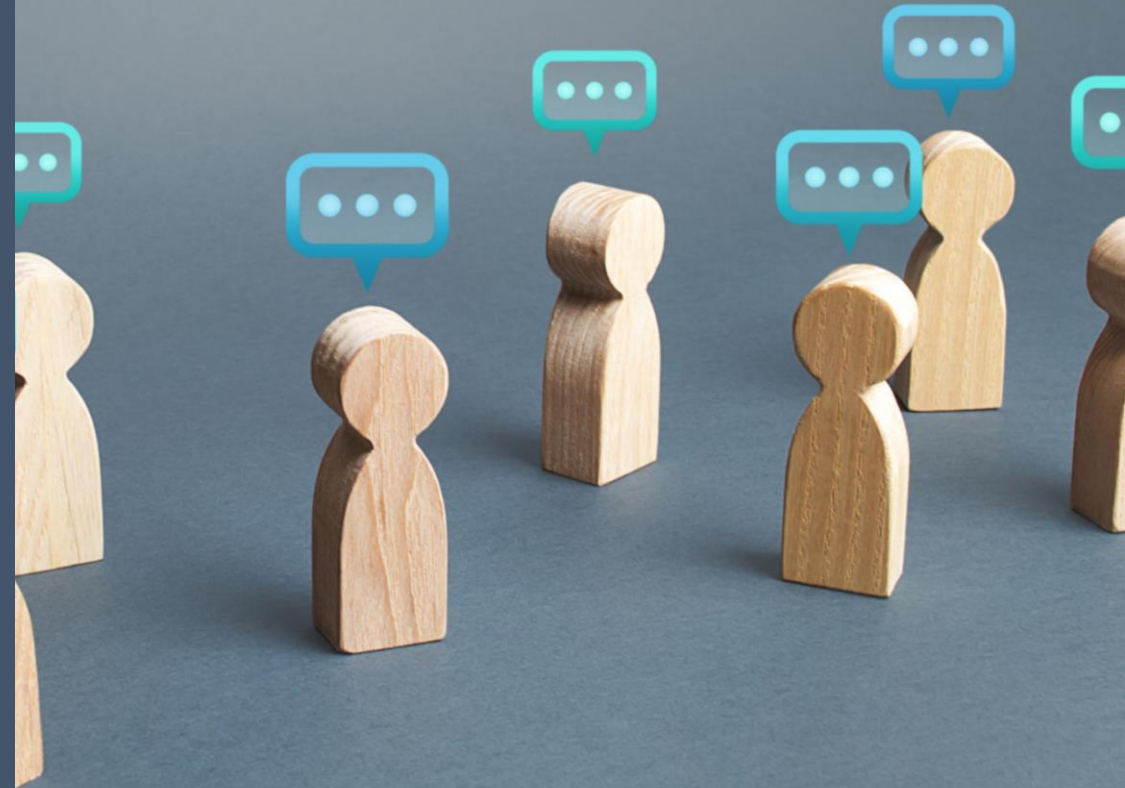
Respondent representing a Post-secondary Institution

“Nobody uses transit because there aren't enough routes and schedules aren't posted or easily accessible. On-demand service requires 24-hour advance notice”

Respondent representing a Municipality

“Tourism Industry needs to be a partner with BC Transit along with municipalities and regional governments, to partner on solutions that meet needs of visitor and local solutions.”

Respondent representing a Tourism Organization

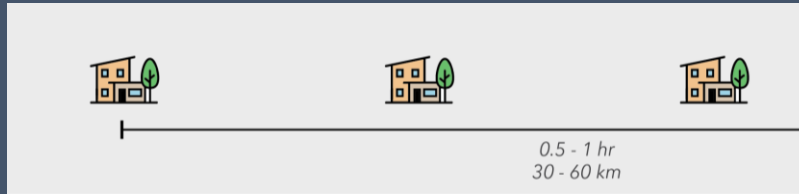


06 Existing Transportation Services

DEFINITIONS:

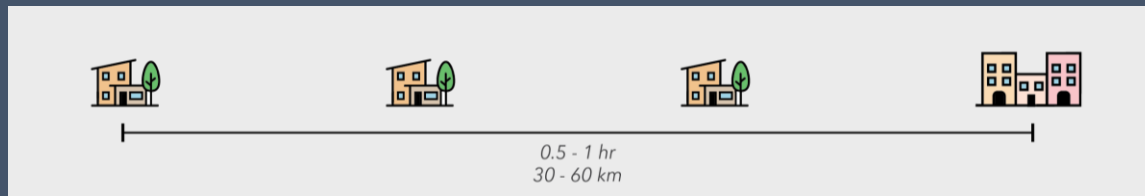
Existing transportation services in the region vary from local (within a community), regional (between communities), inter-regional (crossing regional district boundaries)

Local Transportation Services



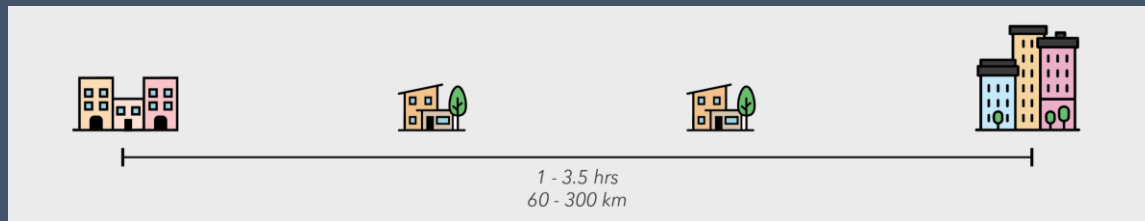
Local Service - service within a municipality, service connects to major origins and destinations within municipality, trips are short (less than an hour typically) and provided by vans, rideshare, taxis, small buses or combination of all of the above.

Regional Transportation Services



Regional Service - Encompasses the case where residents of smaller communities and intervening rural areas are connecting into a nearby larger town or city either for purposes of basic access or commuting to work and school. One-way travel time for this type of service would range from 0.5 hours to 1 hour with a typical range of a 30 to 60 km.

Inter-regional Transportation Services



Inter-regional Service - Transportation services that connect smaller communities and intervening rural areas to a larger city or major regional centre, primarily for same day return. Typical one-way travel time for this service will be 1 – 3.5 hours covering 60 to 300km.

06 Existing Transportation Services

EXISTING TRANSPORTATION ENTITIES

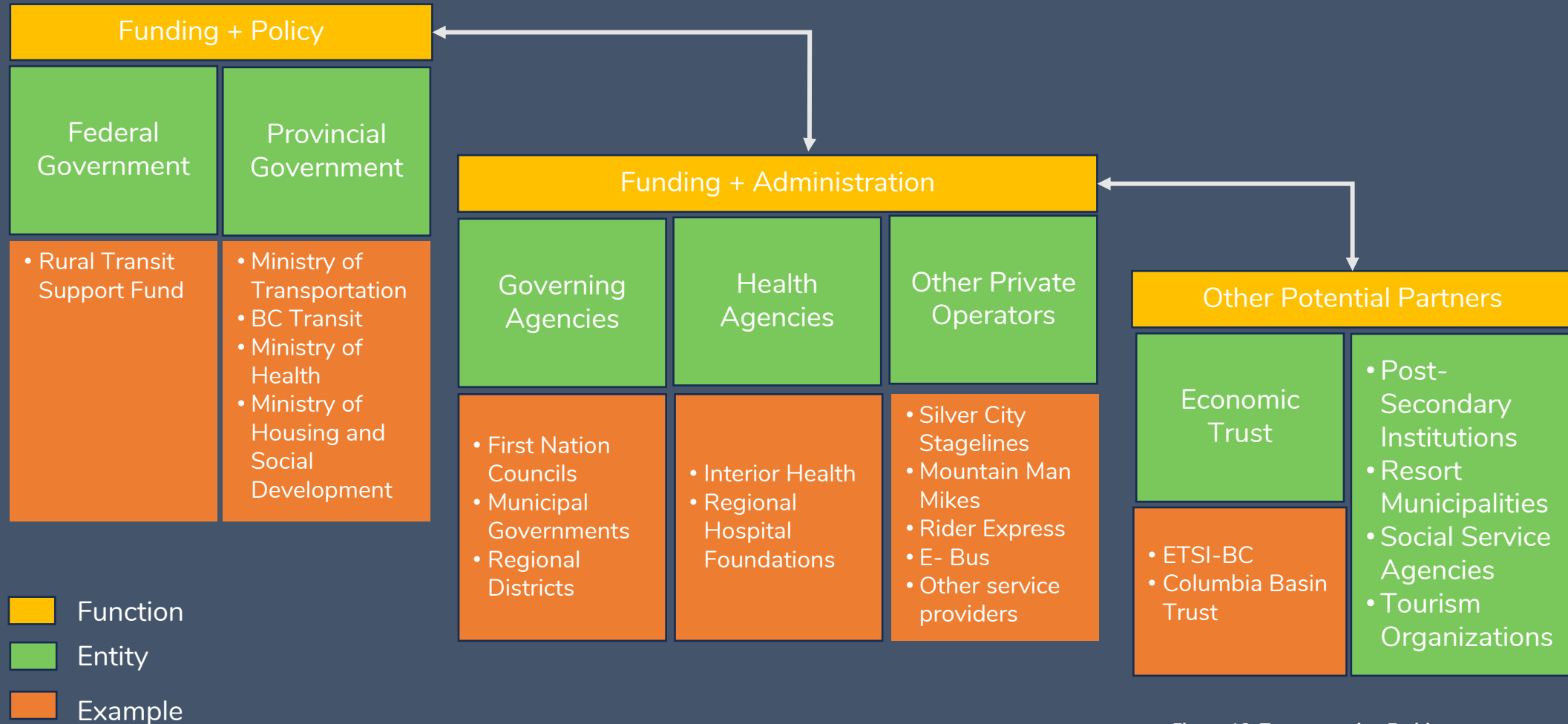
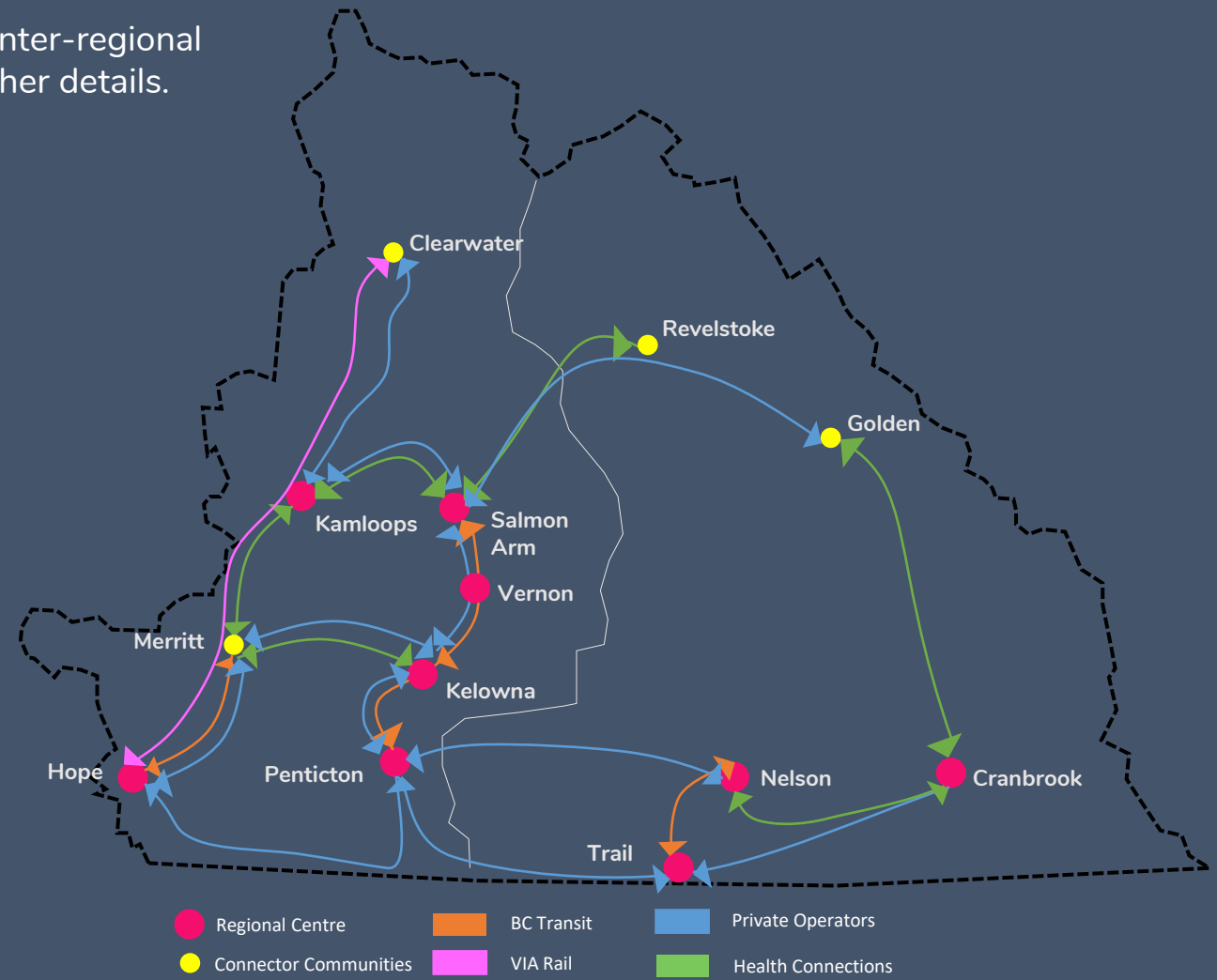
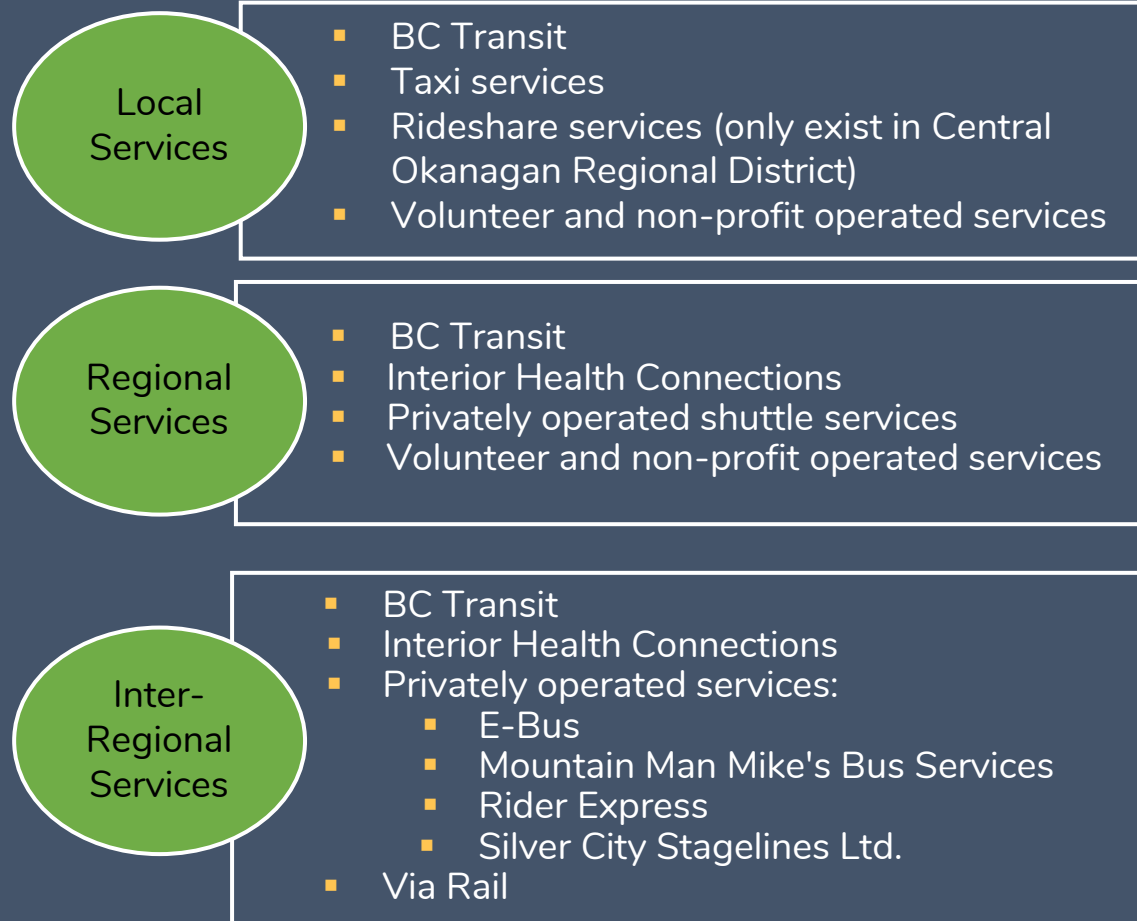


Figure 18. Transportation Entities

06 Existing Transportation Services

Many different entities are currently involved in local, regional and inter-regional service provision, often with overlaps. See also **Appendix B** for further details.



Map is conceptual and does not show all connections. It is illustrative of the different types of services that currently exist in the Southern Interior.

Figure 19. Types of Transportation Services Available in Southern Interior BC

06 Existing Transportation Services

REGIONAL CONNECTIONS

- Existing regional connections are strong in the North Okanagan, Central Okanagan, and Okanagan-Similkameen Regional Districts, as well as some parts of the Central Kootenay, East Kootenay and Kootenay-Boundary Regional Districts. In many cases, regional services operate only 1-3 days per week.
- Gaps are seen in the Columbia-Shuswap Regional District (central and east portions), other portions of the Kootenays, and the eastern Fraser Valley Regional District.
- Existing Inter-regional connections seem to address some of the gaps identified above (see next page) but often do not operate at frequencies or times to meet regional travel needs.
- First Mile Last Mile connections to these regional connections need to be strengthened.

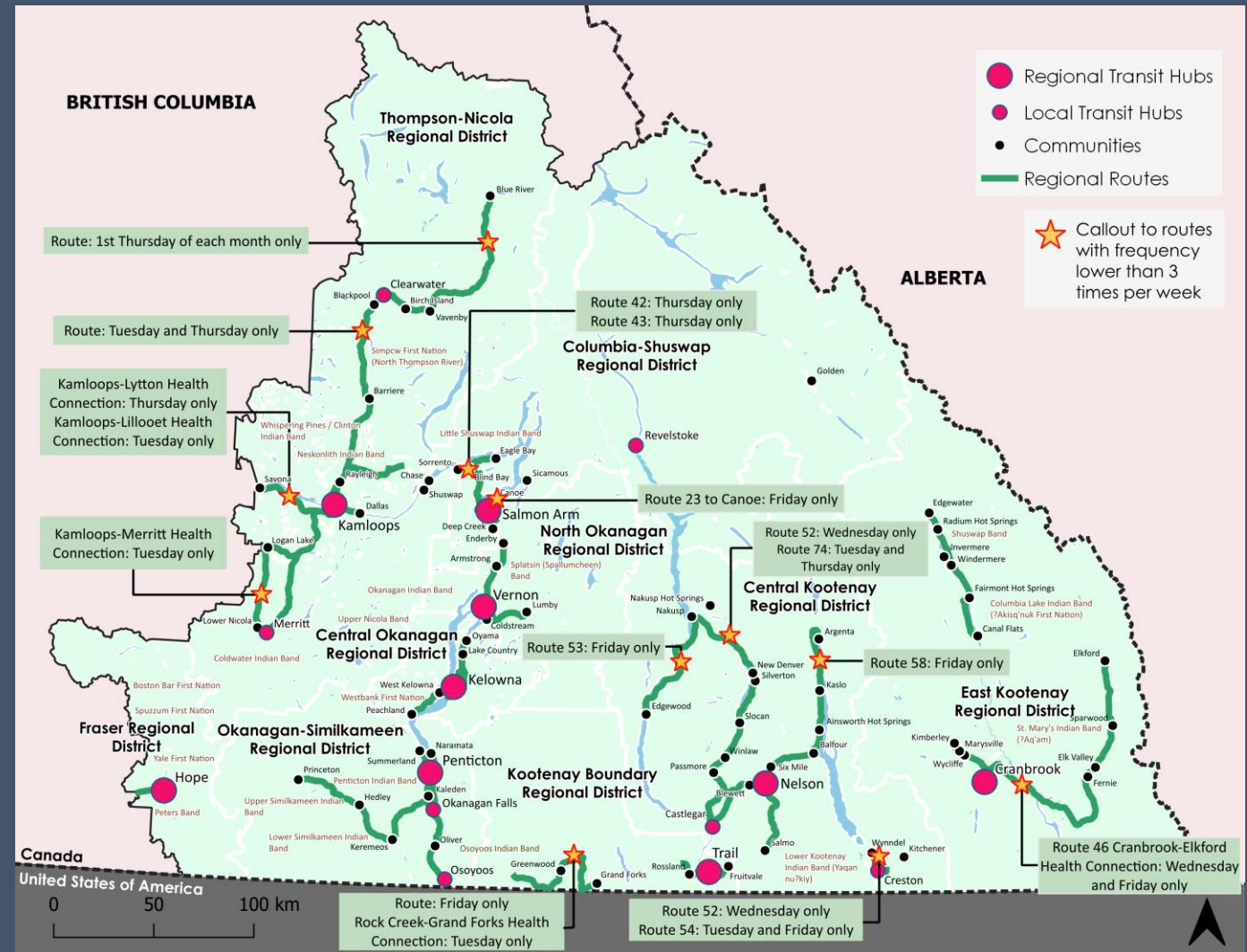


Figure 20. Regional Connections

06 Existing Transportation Services

INTER-REGIONAL CONNECTIONS

- Many inter-regional connections already exist between major Regional Centers in the Southern Interior
- Map shows combination of services (Health Connections, BC Transit, Private Operators)
- There is a need to develop further frequency on existing routes, either through additional service (which would require funding for public options or subsidy/incentives to private operators), plus increased coordination.
- Likewise, improved marketing and promotion would be helpful to communicate these existing services and connections, particularly in a consolidated platform.
- Similar to regional services, First Mile Last Mile connections to inter-regional service points (and infrastructure at those stops) are needed to better connect First Nation communities, Electoral Areas and unincorporated areas

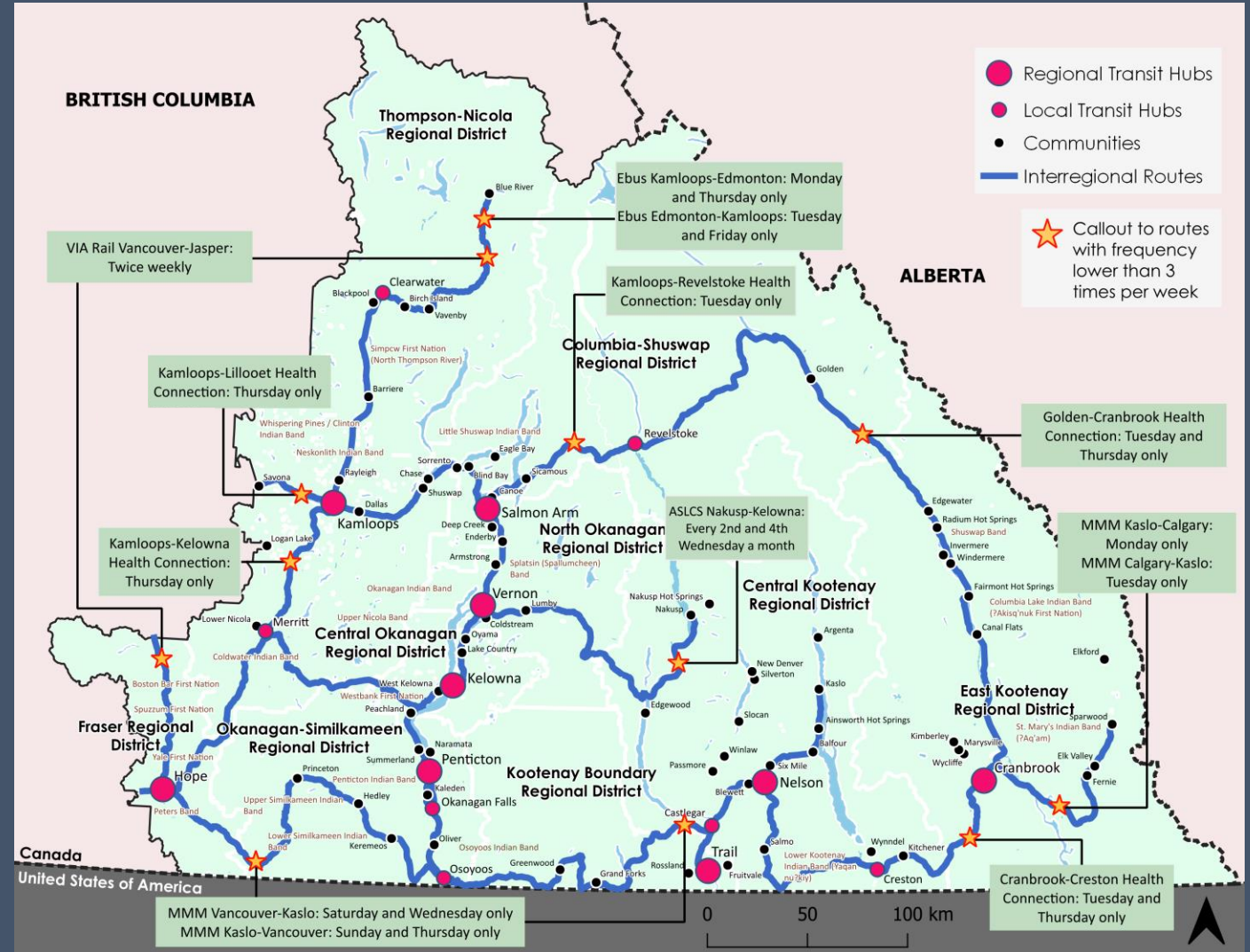


Figure 21. Inter-Regional Connections

06 Existing Transportation Services

SUMMARY OF TRANSPORTATION SERVICE GAPS

Communities with no service:

- Adams Lake*
- Boothroyd*
- Coldwater*
- Little Shuswap*
- Lower Similkameen*
- Neskonlith*
- Nooaitch*
- Peters*
- Shxw'ow'hamel*
- Simpcw First Nation*
- Skeetchestn*
- Spuzzum*
- Chase
- RDCO East E.A
- RDCO West E.A
- Cawston
- ?Aqam (St. Mary's)*
- Lower Kootenay Band*
- Tobacco Plains*
- Union Bar*
- Whispering Pines/Canton*
- Yale*
- Falkland
- Columbia Shuswap E.A A
- Columbia Shuswap E.A B

* First Nations Community

Communities with service less than 3 days a week:

For inter-regional connections

- Blue River
- Clearwater
- Barriere
- Savona
- Princeton
- Keremeos
- Greenwood
- Grand Forks
- Kaslo
- Creston
- Edgewood
- Fernie
- Sparwood
- Eagle Bay
- Edgewater
- Radium Hot Springs
- Invermere
- Windermere
- Fairmont Hot Springs
- Canal Flats
- Nakusp
- Lumby

For regional connections

- Argenta
- Canoe
- Eagle Bay
- Merritt
- Grand Forks
- Edgewood
- Nakusp
- Wynndel
- Sun Peaks
- Blue River
- Vavenby
- Birch Island
- Clearwater
- Blackpool
- Barriere
- Savona
- Greenwood

06 Existing Transportation Services

EXISTING TRANSPORTATION OUTLOOK - STUDIES

Thompson-Okanagan Region Transportation Studies

Regional Transportation Plan Sustainable Transportation Partnership of the Central Okanagan (STPCO) – 2020
Regional Disruptive Mobility Strategy – 2020
Kelowna Regional Transit System (KRTS) Projects – 2021
South Okanagan-Similkameen Transit Future Plan – 2015
North Okanagan Transit Future Action Plan – 2021
Kamloops Transit Future Action Plan – 2020
Chilliwack and Fraser Valley Regional District Transit Future Action Plan – 2020

Columbia-Kootenay Region

West Kootenay Transit Future Service Plan - 2021
Transit Future Service Plan (Creston Valley) – 2021
Village of Salmo Transit Study – 2022
Elk Valley Transit Future Service Plan – 2020
Columbia Valley Transit Future Service Plan – 2021
Cranbrook Transit System Study – 2021
Kimberley Transit System-2017 Service Expansion – 2017
Sorrento/Blind Bay Incorporation Study – 2019
Shuswap/North Okanagan Rail Trail – 2023
Transport Advocacy Annual Report – 2020
Revelstoke Transportation Master Plan – 2022
Revelstoke Transit Future Service Plan – 2022
Revelstoke Official Transportation Plan - 2022



07 Challenges

OVERVIEW

Based on engagement results and analysis undertaken, this section highlights the key challenges and opportunities for improvement when considering inter-community transportation in the Southern Interior.

These can be broadly summarized under the key themes of:

- Regional connectivity
- Access to medical services
- Tourism
- Access to housing
- Economic development
- Other regional challenges

Opportunities and recommended actions to address these challenges are in Sections 8 and 9.



REGIONAL CONNECTIVITY



ACCESS TO MEDICAL SERVICES



TOURISM



ACCESS TO HOUSING



ECONOMIC DEVELOPMENT

07 Challenges



REGIONAL CONNECTIVITY

Geographic gaps

- The Thompson-Okanagan Region has a lack of integrated regional transit service, gaps in services to regional airports, insufficient car rentals, and a general lack of signage on the highways.
- The Columbia-Kootenay Region has limited public transit or shuttle options especially in the rural and remote communities as access to the region is dominated by private vehicles. There are also safety concerns (both perceived and measured) of travel along Highway 1, which is the key feeder for the entire region.

Level of service and lack of information

- Some services only operate once or twice per week or are oversubscribed (e.g., connection from Castlegar to Selkirk College).



07 Challenges



ACCESS TO MEDICAL SERVICES

General observations:

- Primary care centres are where people are travelling to.
- Key destinations in the region are all the communities with major hospitals (e.g., Trail, Kamloops, Kelowna).

What we heard:

- Not enough service: hard to meet non-negotiable appointments where there is less flexibility in timing or the ability to return home.
- Gaps to access health care in some regions, especially the Kootenay regions to Kelowna, East Kootenay area to Alberta.
- While Lytton is outside the ETSI-BC service area, there is an immediate and critical opportunity to connect that community to Kamloops as it recovers from the fire so that residents have access to healthcare and other services.



07 Challenges



TOURISM

General observations:

- Lack of connection between adjacent centres and resorts (e.g., Kamloops to Sun Peaks) as well as between regional airports and resorts (e.g., Cranbrook to Fernie).
- Less connection between larger centres and Indigenous communities resulting in fewer Indigenous tourism opportunities
- There are several major ski resorts in the Southern Interior.

What we heard:

- Lack of available employee housing in the visitor destination requires transportation services to connect workforce to nearby communities.
- Lack of taxi or ride-hailing services both in communities and at the airports.
- BC Transit's existing services in communities often do not serve airports or may be cost-prohibitive given community scale.



07 Challenges



ACCESS TO HOUSING

General observations:

- Lack of affordable housing within many of the region's cities and smaller tourism-oriented communities.
- Both local and regional transportation can:
 - ✓ Enable residents—within a 30-60 minute commute—to access job opportunities in a major centre
 - ✓ Support development of housing in smaller communities
 - ✓ Enable older residents to age in place and reduce pressure for them to relocate to major centres

What we heard:

- The need for more regional service at commuter times, as well as continued improvements to service at non-peak times from smaller communities to the closest larger city or town.
- Improved transportation can also enable Indigenous communities to retain youth and residents through provision of housing options.



07 Challenges



ECONOMIC DEVELOPMENT

General observations:

- There is a lack of a cohesive sense of identity and transportation vision for the larger Southern Interior region, which results in a less-cohesive transportation strategy.
- Lack of service connecting smaller communities to airports and post-secondary institutions.
- Some service exists but may be limited and public may be less aware.
- Lack of service from smaller communities and airports to major ski resorts.

What we heard:

- In many smaller communities, regional and local services focus on non-commuting needs.
- Lack of service impedes economic development and access to jobs, schools and local/regional economies.
- Expanded service at peak commuting times, not only facilitates travel for work and school but also access to medical appointments and services.



07 Challenges

OTHER GENERAL CHALLENGES

- Continuous cell coverage along major travel routes, supporting bus stop and park and ride infrastructure, wi-fi connectivity, and interpretive signages are some of the other concerns that need to be addressed in these two regions.
- Even with the existing services in the Columbia-Kootenay Region, there is an issue of reliability due to labor shortages which is causing disruption of services.
- There is a lack of opportunities for new routes, and concerns over the management of winter driving conditions in the Thompson-Okanagan Region.
- There are limited public transit or shuttle options in the Columbia-Kootenay Region especially in the rural and remote communities as access to the region is dominated by private vehicles.
- Both the perceived and actual safety of travel along Highway 1 is of paramount importance, as it is the key feeder for the entire region.
- Lack of funding for operating and maintenance for existing service.



08 Opportunities

SERVICE FRAMEWORK

Ideally inter-community transportation is best understood and planned for as a layered service framework or transportation ecosystem.

Southern Interior B.C. has a distinct advantage over other areas of the province because it already has a robust set of these layers in place:

- **Inter-regional connections** operating as the very top level connecting across longer distances and regional district boundaries.
- **Regional connections** connecting communities within regional districts between each other.
- **Local connections** within communities, as well as “First Mile / Last Mile” connection to adjacent rural areas.

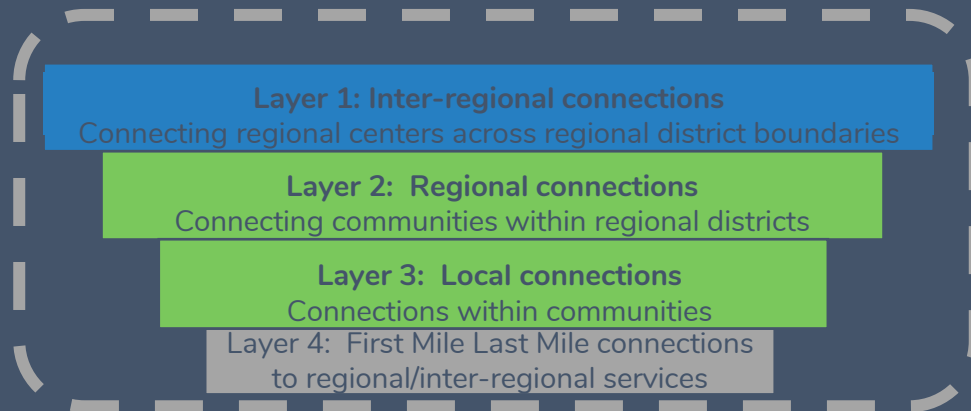


Figure 22. Transportation Service Framework

TRANSPORTATION SERVICE FRAMEWORK: IDEALLY A LAYERED APPROACH

One substantial opportunity for the region is to build onto the existing framework of services to create a conceptual visioning tool to better convey these layers of service and how specific inter-regional and regional corridors might be prioritized for further improvement.

- Such a tool provides an opportunity to better communicate and promote services together. It also enables communities to come together to review the gaps in service in a holistic way and engage in meaningful discussions on what steps can be taken to strengthen transportation options for their residents.
- It would also support communities to come together to prioritize corridors and identify desired level of service required along them to ensure access to essential services and destinations (ie: medical services, employment, education and tourism), It could include consideration to governance or process changes to better enable coordination and planning of services across the various organizations involved.
- As an outcome to these collaborative discussions, rationale for investment priorities can be used to leverage funding to fill gaps in service.

The following pages provide examples of how services could be conceptually depicted as a potential starting point for further discussion at the community and provincial level.

08 Opportunities

LAYER 1: INTER-REGIONAL CONNECTIONS

Figure 23 provides an example of a conceptual depiction of the inter-regional connections. Building on existing connections, it shows key corridors and connections between Regional Centres within the Southern Interior, as well to major centres in neighbouring provinces (Alberta) and other regions within B.C. (Metro Vancouver, Prince George).

Note: Key communities are shown on the map to improve its legibility, however service is considered for all communities along the way.

- Major Interregional Centre
- Interregional Centre
- Regional Centre
- Community
- Interregional connections

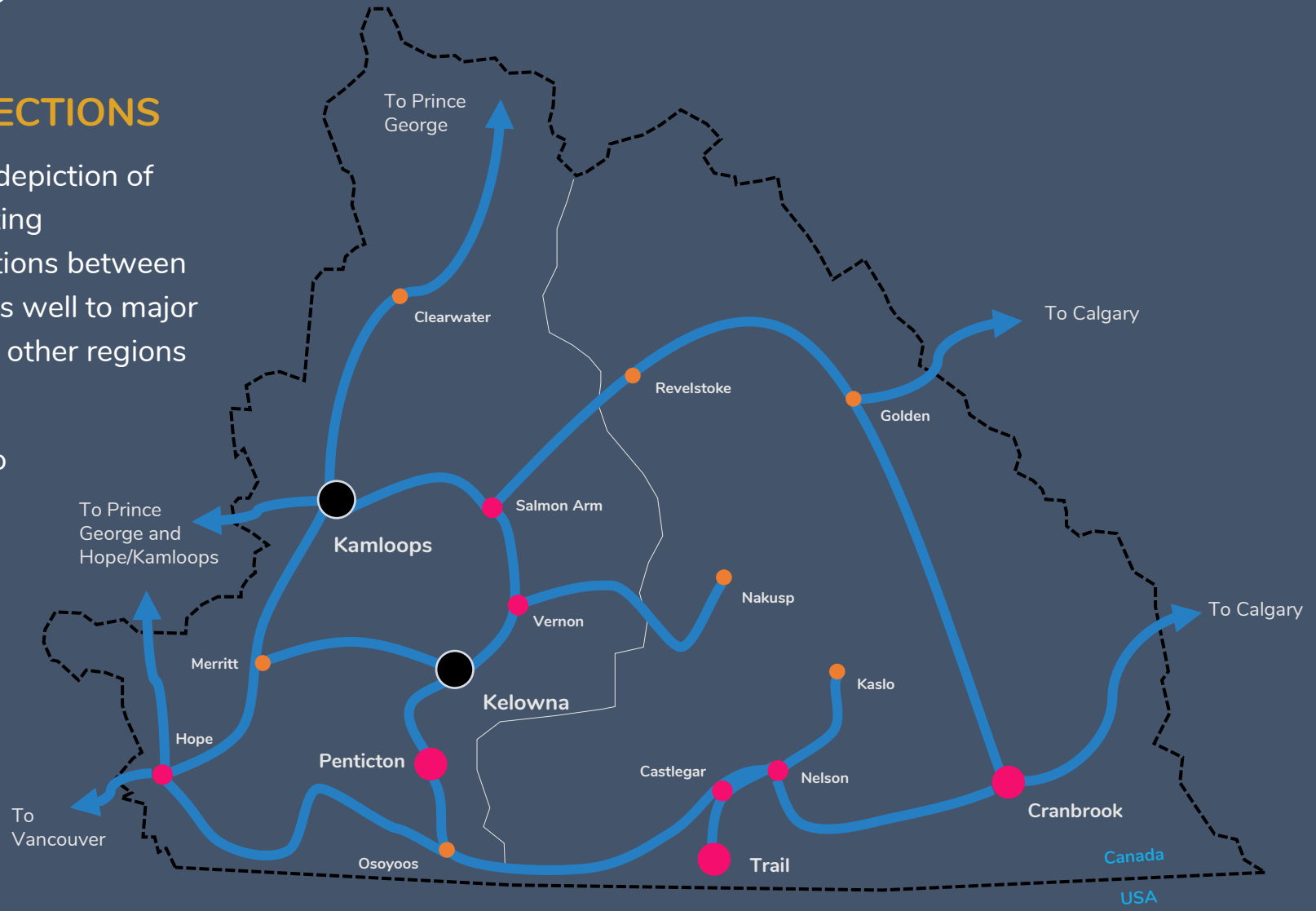


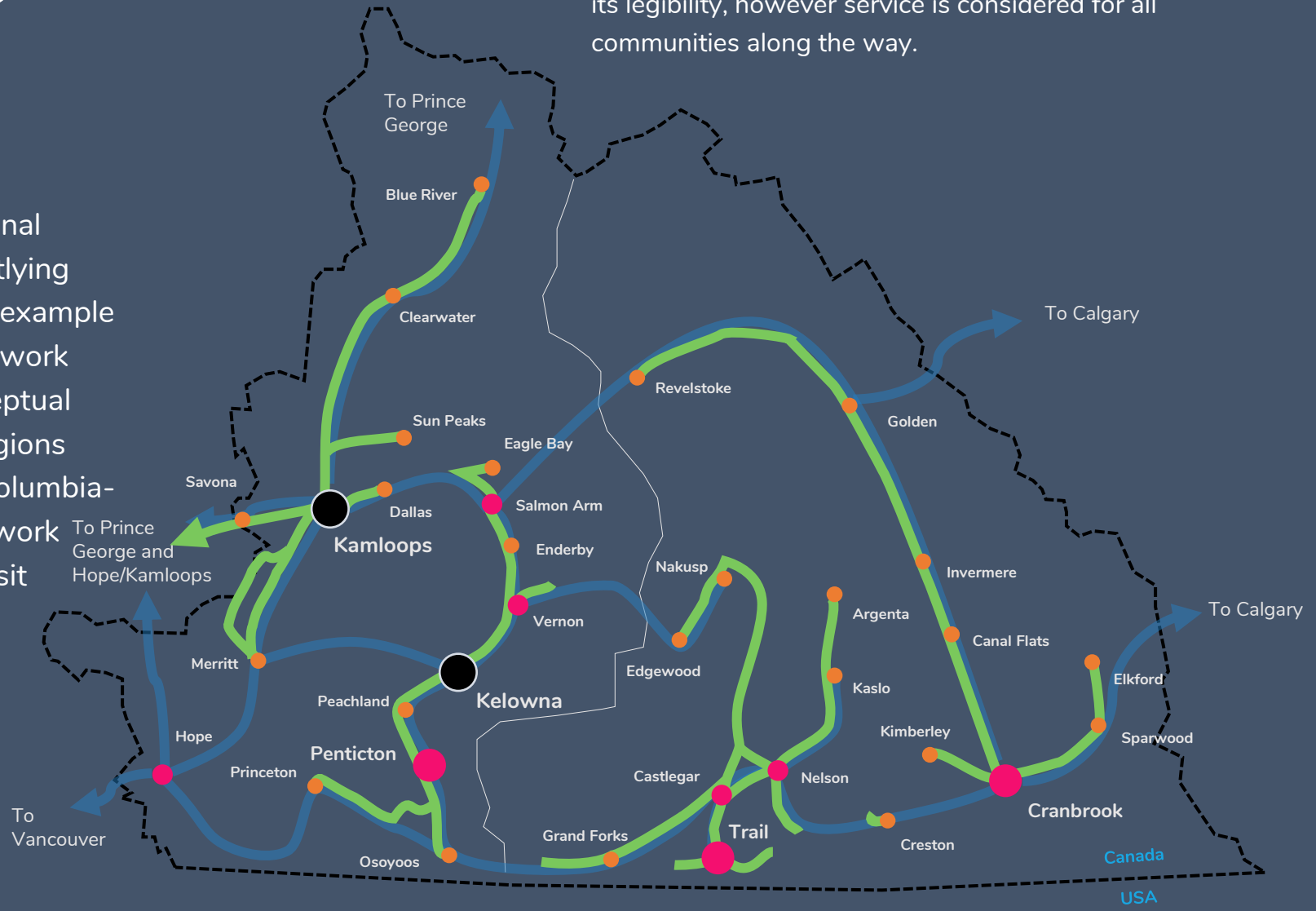
Figure 23. Inter-Regional Connections Conceptual Map

08 Opportunities

LAYER 2+3: REGIONAL & LOCAL CONNECTIONS

Figure 24 presents the subsequent layers of regional services, as well as local connections between outlying rural communities and the adjacent centres. This example shows how the inter-regional and regional layers work together to improve service. It also shows a conceptual example of how connections within larger sub-regions (Thompson-Nicola, Okanagan, West Kootenay, Columbia-East Kootenay) could be strengthened, similar to work that communities within the West Kootenay Transit System have already been undertaking.

-  Major Interregional Centre
-  Interregional Centre
-  Regional Centre
-  Community
-  Interregional connections
-  Regional and Local Connections



Note: Key communities are shown on the map to improve its legibility, however service is considered for all communities along the way.

Figure 24. Regional and Local Connections Conceptual Map

08 Opportunities

FUNDING – EXISTING AVAILABLE PROGRAMS

ORGANIZATION, Program Name	Funding Description
Federal Funding Program	
INFRASTRUCTURE CANADA, <i>Rural Transit Solutions Fund (RTSF)</i>	Provides funding to rural, remote, Northern, and Indigenous communities across Canada to develop transit solutions through two program application streams: (1) Planning and Design, and (2) Capital.
INFRASTRUCTURE CANADA, <i>Investing in Canada Infrastructure Program (ICIP) – Rural and Northern Communities stream</i>	The Rural and Northern Communities stream under ICIP covers projects that aim to improve road, air or marine infrastructure.
FIRST NATIONS EDUCATION STEERING COMMITTEE, <i>BC Tripartite Education Agreement (BCTEA) – Schedule G, Transportation for First Nation Students Attending BC Public Schools</i>	The BC Tripartite Education Agreement establishes commitments to support First Nations students' educational outcomes. Schedule G of the agreement sets out the commitment to address the transportation needs of First Nations students who live on-reserve and attend BC Public Schools.
INDIGENOUS SERVICES CANADA (ISC) & CROWN-INDIGENOUS RELATIONS AND NORTHERN AFFAIRS CANADA (CIRNAC)	ISC works collaboratively with partners to improve access to high quality services for First Nations, Inuit and Métis across Canada. CIRNAC looks to renew nation-to-nation, Inuit-Crown, government-to-government relationships between Canada and First Nations, Inuit and Métis. Transportation or infrastructure is not explicitly mentioned as within the scope of CIRNAC funding programs, however, there may be opportunities depending on the application.
INFRASTRUCTURE CANADA, <i>Active Transportation Fund</i>	The Active Transportation Fund will invest in projects that build new and expanded networks of pathways, bike lanes, trails and pedestrian bridges, in addition to supporting active transportation planning and stakeholder engagement activities.
INFRASTRUCTURE CANADA, <i>Public Transit Infrastructure Fund</i>	The Public Transit Infrastructure Fund is a plan to provide a permanent public transit fund of \$3B per year, beginning in 2026/27.
INFRASTRUCTURE CANADA, <i>Canada Community- Building Fund (CCBF)</i>	The Canada Community-Building Fund (CCBF) is a fund meant to support local infrastructure projects (formerly the Federal Gas Tax Fund).
Crown and Other Agency Programs	
BC TRANSIT, <i>Transit Shelter Program</i>	The Transit Shelter Program provides municipalities with funding to purchase bus shelters.
Provincial Programs	
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE, <i>Transit Minor Betterments Program</i>	The Transit Minor Betterments Program provides funding for small transit infrastructure upgrades.
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE, <i>BC Active Transportation Grant Program</i>	The BC Active Transportation Grant Program allows for cost-sharing of active transportation projects. The program offers two grant options, Infrastructure grants or Network Planning grants.
MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE, <i>Passenger Transportation Accessibility Program (PTAP); Wheelchair Accessible Vehicle (WAV) Maintenance Rebate Funding Stream</i>	The Passenger Transportation Accessibility Program (PTAP) aims to improve services and experiences for the accessibility community by providing funding and training to the taxi industry. WAV Maintenance Rebate Funding Stream subsidizes eligible applicants for the added maintenance costs associated with operating a Wheelchair Accessible Vehicle (WAV) taxi.

08 Opportunities

FUNDING – EXISTING AVAILABLE PROGRAMS (Continued)

ORGANIZATION, Program Name	Funding Description
Provincial Programs, Continued	
MINISTRY OF HEALTH & MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE, <i>British Columbia Vision Zero in Road Safety Grant Program</i>	Vision Zero is a grant program that supports the improvement of road safety. The program is delivered under two streams: Stream #1 and Stream #2. #1: For the design and installation of low- cost road infrastructure improvements, as well as policy changes and other initiatives. #2: For projects that are directed by Indigenous communities and governments. Projects can be the same as in Stream #1, with the addition of other Indigenous-led road safety priorities.
UNION OF BC MUNICIPALITIES, <i>Complete Communities</i>	The Complete Communities program is a new grant program that supports communities in undertaking assessments to inform land use decision-making, considering housing need, supply, and location; providing transportation options including increased walkability; and making connections to infrastructure investment and servicing decisions.
UNION OF BC MUNICIPALITIES & MINISTRY OF MUNICIPAL AFFAIRS, <i>Community to Community Forum</i>	The Union of BC Municipalities Community to Community Forum (UBCM C2C) is a funding program to support the hosting of forums to gather for dialogue to build on opportunities, support reconciliation efforts, resolve issues of common responsibility, interest or concern, and advance tangible outcomes.
MINISTRY OF JOBS, ECONOMIC DEVELOPMENT AND INNOVATION <i>Rural Economic Diversification and Infrastructure Program (REDIP)</i>	REDIP is a grant program that supports projects that promote economic diversification, resilience, clean growth opportunities, and infrastructure development.
MINISTRY OF ENERGY, MINES, AND LOW CARBON INNOVATION (EMLI), <i>Go Electric Rebates</i> <i>(Formerly 'Specialty Use Vehicle Incentive Program [SUVI]')</i>	Funding for new specialty use electric vehicles including motorcycles, low-speed vehicles, electric cargo bicycles (cargo e-bikes), utility vehicles, airport and port vehicles, and a variety of medium- and heavy-duty vehicles (Class 3-8 vehicles).
MINISTRY OF ENERGY, MINES, AND LOW CARBON INNOVATION (EMLI), <i>Commercial Vehicle Pilots Program</i>	Funding for ZEVs: medium- and heavy-duty on-road vehicles (including buses), rail, marine, aircraft and off-road equipment, and supporting infrastructure.
MINISTRY OF ENERGY, MINES, AND LOW CARBON INNOVATION (EMLI), <i>Public Charger Program</i>	Public fast-charger funding for level 3 EV charging stations (Direct Current Fast Charger – DCFCs). Level 2 charger funding is available if the level 2 is co-located with a DCFC or in a rural and/or Indigenous Community.
MINISTRY OF ENERGY, MINES, AND LOW CARBON INNOVATION (EMLI) & BC HYDRO, <i>EV Charger Rebate Program</i>	Funding for level 2 charging stations for multi-unit residential buildings (MURBs) and workplaces.
MINISTRY OF ENERGY, MINES, AND LOW CARBON INNOVATION (EMLI), <i>Fleets Program</i>	Funding for level 2 and Direct Current Fast Charger (DCFC) charging infrastructure. Additional support such as funding for fleet and infrastructure assessments, and electric infrastructure upgrade funding may also be available. The program also offers training sessions, webinars, and access to ZEV fleet advisor who provides consultation, education and advice.

09 Recommendations



Recommendation Framework

To address the challenges identified such as the lack of regional connectivity and access to medical services, tourist attractions and housing, while ensuring that there are options for the most vulnerable and remote communities, there are several actions that could be considered.

These actions include:

- Adopting Technology & Coordination
- Acquiring Funding
- Amending Policy & Regulatory Frameworks
- Undertaking a Technical Study



Technology & Coordination

Ways to leverage technology to better coordinate transportation services, as well as create an integrated vision for inter-community transportation.



Funding

Operating and capital funding options to improve transportation services by network layer, including potential funding and operating partners.



Policy and Regulatory Frameworks

Advocate, review and make changes to policies and regulatory frameworks to more easily facilitate transportation improvements.



Technical Studies

Undertake technical feasibility studies for specific transportation gaps that require further granular review to assess requirements.

Actions

09 Recommendations

SUMMARY OF ACTIONS

The following pages provide a set of recommendations for the consideration of the Provincial Government and potential partners. The recommendations are summarized as follows:

Technology & Coordination



- **1A:** Sponsor an **overarching technology** at the provincial level to better enable citizens to view and book trips with the many transportation options that already exist.
- **1B:** Seek an opportunity for critical partners collaborate and **determine a framework for the inter-regional and regional priority corridors.**

Policy and Regulatory Frameworks



- **3A:** Consider changes to **Local Government Act** to more easily enable **Regional Districts** to support and expand regional and interregional transportation options
- **3B:** Consider for **amendments to Passenger Transportation Board regulatory requirements** to create more flexibility for private intercity services.
- **3C:** Amend the **BC Transit Act** to enable **Indigenous communities** to be sponsoring partners, modernize the suite of transportation options it delivers.
- **3D:** Advocate for **amendments to the Housing Supply Act** to include Southern Interior communities.

Funding



- **2A:** Consider **increasing Health Connections funding.**
- **2B:** Implement **grant programs** for locally operated shuttle and volunteer driver programs
- **2C:** **Leverage existing long-distance operators** by offering subsidies to grow the network, provide more trips and better coordinate services.
- **2D:** Continue to **expand funding for BC Transit** led regional and inter-regional services.
- **2E:** Explore a **funding partnership with the tourism sector** to expand shuttle services.

Technical Studies



- **4A:** Explore the **feasibility of ride-hailing and on-demand transit solutions** in lower density communities.
- **4B:** Undertake a study to determine options for how to make **airport taxi service** viable to support residents and visitors.

09 Recommendations



TECHNOLOGY & COORDINATION

Action	Description + Rationale	Potential Partners
Action 1A: Sponsor an overarching technology at the provincial level to better enable citizens to view and book trips with the many transportation options that already exist.	There are already many publicly and privately operated transportation services in the Southern Interior, but they are uncoordinated, and it is harder for citizens to understand the options. A technology platform could consolidate all service offerings together in one place and better enable providers to coordinate trips between them, post available trips, and provide more responsive on-demand services in smaller communities.	Primary; Provincial Government Secondary; BC Transit, Private Operators and other Transportation Service Providers
Action 1B: Seek an opportunity for critical partners collaborate and determine the inter-regional and regional priority corridors.	As follow-up to this study, a meeting can be facilitated with Indigenous communities, local governments, and regional districts to workshop and prioritize the inter-regional and regional corridors. The desired outcomes of this meeting would be to [a] better position communities in the Southern Interior for funding opportunities and [b] confirm and address the major gaps in service in the region.	Primary; BC Transit, Regional Districts, Indigenous communities

09 Recommendations



FUNDING

Action	Description + Rationale	Potential Partners
Action 2A: Consider increasing Health Connections funding.	While Health Connections funding has increased to address inflationary costs changes, the total number of service hours has remained static and not kept up with regional population growth or an aging population. Increased Health Connections funding not only addresses a primary travel need but can also provide additional service to support all types of travel and address social determinants of health.	Primary; Provincial Government, Interior Health, BC Transit
Action 2B: Implement grant programs for locally operated shuttle and volunteer driver programs.	There are several examples in the Southern Interior of community operated shuttle and volunteer driver programs servicing Indigenous communities and smaller municipalities. Creating grant programs can offset the costs of operating these services, especially in communities where a BC Transit model may not be financially viable.	Primary; Provincial Government Secondary; Indigenous communities

09 Recommendations



FUNDING

Action	Description + Rationale	Potential Partners
Action 2C: Leverage existing long-distance operators by offering subsidies to grow the network, provide more trips and better coordinate services.	Unlike in Northern BC where lower population numbers and long travel distances make intercity services less viable, the Southern Interior has existing private carriers. Offering a subsidy to private carriers in return for coordinating service could enable increased frequency on existing corridors, as well as incentivize expansion to currently less-profitable unserved corridors.	Primary; Provincial Government Secondary; Transportation Service Providers
Action 2D: Continue to expand funding for BC Transit led regional and inter-regional services.	There have been little to no increases in provincial funding for regional and inter-regional services operated by BC Transit in the Southern Interior. BC Transit and the provincial government could engage in conversations to understand where the province sees the priority for BC Transit operated regional and inter-regional services to inform where funding could be expanded to support those services. This could include partnerships with tourism organizations and Indigenous communities that do not currently receive BC Transit service.	Primary; Provincial Government, BC Transit Secondary; Regional Districts, Tourism Organizations, Indigenous communities

09 Recommendations



FUNDING

Action	Description + Rationale	Potential Partners
Action 2E: Explore a funding partnership with the tourism sector to expand shuttle services.	There are several resorts and tourism destinations that currently provide shuttle services for their guests. In tandem with Action 2B, these services can be expanded with additional funding to service other trip purposes including transportation of employees from nearby communities at standard and non-standard commuting times.	Primary; Provincial Government Secondary; Tourism Organizations

09 Recommendations



POLICY & REGULATORY AMENDMENTS

Action	Description + Rationale	Potential Partners
Action 3A: Consider changes to Local Government Act to more easily enable Regional Districts to support and expand regional and interregional transportation options.	Regional Districts are a logical governance entity to help coordinate and help fund regional and inter-regional transportation of all kinds (Intercity, BC Transit, local shuttle programs, first mile/last mile) but legally cannot expand their scope without a Service Function and Service Establishment Bylaw or changes to these. Changing what can be done for a “Transportation” function without voter assent (similar to way “Economic Development” is treated), would provide more flexibility and responsiveness. A regulatory toolkit with suggested bylaw language and best practice processes would also be helpful.	Primary; Provincial Government Secondary Regional Districts
Action 3B: Consider for amendments to Passenger Transportation Board regulatory requirements to create more flexibility for private intercity services.	There are several existing private intercity service operators that provide exclusive service to airports and hotels. Regulatory amendments to the Passenger Transportation Board could enable these services to also serve residents trying to access health care centres and other destinations.	Primary; Passenger Transportation Board

09 Recommendations



POLICY & REGULATORY AMENDMENTS

Action	Description + Rationale	Potential Partners
Action 3C: Amend the BC Transit Act to enable Indigenous communities to be sponsoring partners, modernize the suite of transportation options it delivers.	Currently the BC Transit Act only enables “local governments” to act as a sponsoring partner for transit service. Expanding this to include “First Nations” would better enable partnerships with Indigenous communities. Consideration should also be given to the types of services outlined in the Act to ensure that they are comprehensive of the existing and future spectrums of service.	Primary; Provincial Government, BC Transit Secondary; Indigenous communities, Local Governments
Action 3D: Advocate for amendments to the Housing Supply Act to include Southern Interior communities.	Employees working in the tourism sector lack housing options in the communities in which they work. Streamlining local development approvals—via the Housing Supply Act—in a select number of tourism-based communities can result in greater housing supply and therefore reduce the transportation gap.	Primary; Tourism Organizations Secondary; Local Governments, Indigenous communities

09 Recommendations



TECHNICAL STUDY

Action	Description + Rationale	Potential Partners
Action 4A: Explore the feasibility of ride-hailing and on-demand transit solutions in lower density communities.	BC Transit’s conventional services do not serve many of the more rural and Indigenous communities in the Southern Interior. There is an opportunity for ride-hailing and/or on-demand transit to fill this void. A feasibility analysis is required to determine whether these transportation solutions are viable.	Primary; BC Transit, Ride-hailing Operators
Action 4B: Undertake a study to determine options for how to make airport taxi service viable to support residents and visitors.	Taxi service is limited across the more remote locations in the Southern Interior. Limited service, particularly at the smaller airports, has and continues to make it more challenging for visitors to access tourism destinations and for locals with few transportation options to access their communities.	Primary; Provincial Government Secondary; Post-Secondary Institutions, Taxi and Ride-hailing Operators, Tourism Organizations

10 Moving Forward

The logical next step resulting from this work would be the dissemination of this report to various levels of government, funding partners and other possible partners to seek alignment on the future of mobility in the Southern Interior and next steps to achieve it.

This study has identified gaps in the existing transportation infrastructure in the Southern Interior. However, it also highlights the many existing, organically grown, locally supported mobility success stories that need to be celebrated. When thinking of next steps, the priority should be on increasing awareness of existing transportation options through a robust marketing and communication campaign.

Following this, other priorities involve ensuring that resources and programs/policies are in place to support basic levels of transportation services in small, remote communities in the Southern Interior to connect to regional and inter-regional transportation services. Concurrent to this would be identifying funding and partnership opportunities to improve and strengthen existing connections. Lastly, it is critical to create new connections where none currently exist.

THANK YOU!

The Economic Trust of the Southern Interior (ETSI-BC) would like to thank the many individuals and organizations who assisted in this consultation process.

In particular, we would like to thank those individuals who served as part of the project's Working Group, as well as the many other representatives who participated in the roundtable interviews and survey. Your participation has contributed towards the further development of a more connected and resilient Southern Interior.

ETSI-BC would also like to thank the Government of BC for providing funding to undertake this project.

BC SOUTHERN INTERIOR

REGIONAL GROUND TRANSPORTATION STUDY
APPENDIX A - WHAT WE HEARD

PREPARED FOR



PREPARED BY



July 2023

Territorial Acknowledgement

The ETSI-BC service area includes 33 First Nations Communities, including those belonging to the Ktunaxa, Nlaka'pamux, Secwépemc, Sinixt, Stó:lō and Syilx/Okanagan Nations, plus 5 Independents.

The region is also home to 14 Chartered Métis Communities.

We are grateful to live, work, travel and play on this land.

Funding Acknowledgement

The BC Southern Interior Regional Ground Transportation Study has been made possible thanks to funding from the BC Ministry of Transportation and Infrastructure.



BRITISH
COLUMBIA

Table of Contents

01 Project Timelines

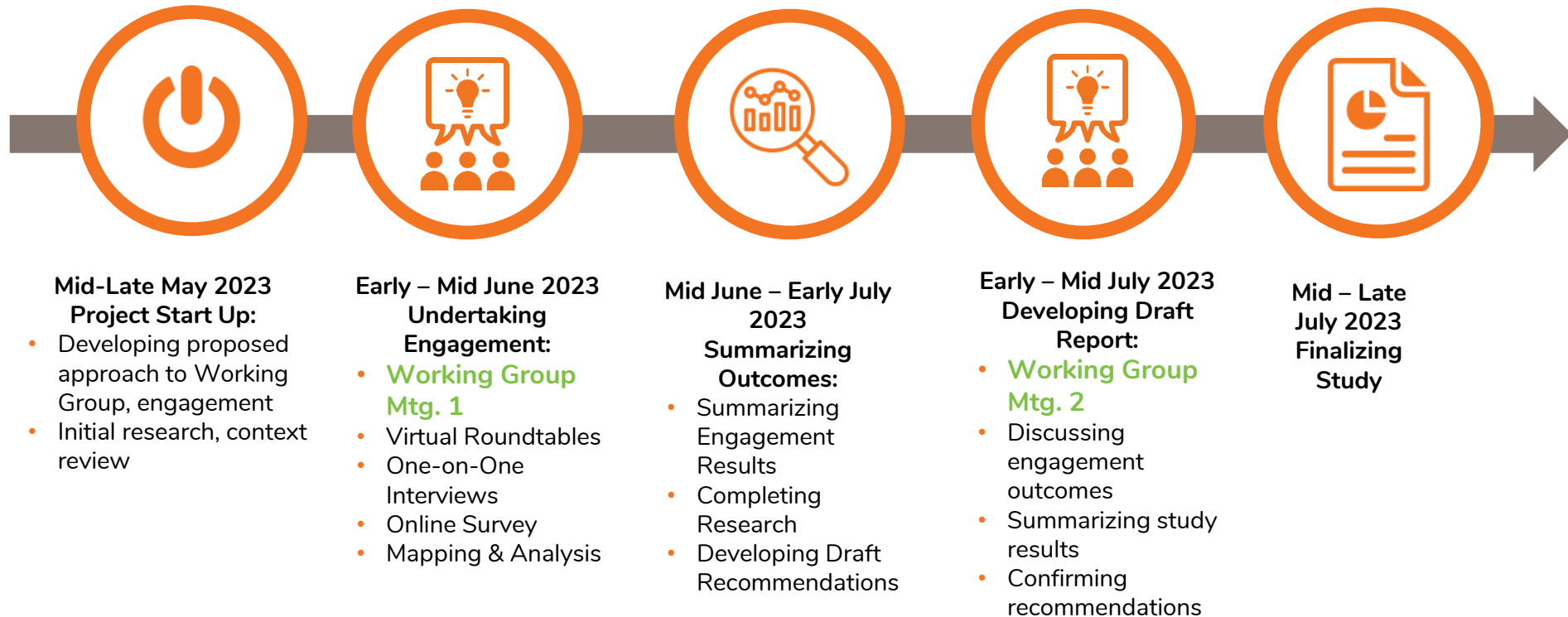
02 Engagement

03 Online Survey Results

04 Virtual Roundtable
Results

05 Acknowledgements

01 Project Timeline



02 Engagement

ENGAGEMENT PURPOSE

The Regional Ground Transportation Study was supported by a robust engagement process incorporating various opportunities for Indigenous communities, local governments, stakeholders and citizens to be actively involved in shaping the outcome of the review and its recommendations.

The purpose of the engagement process was to:

- Better understand passenger transportation needs and opportunities in the Southern Interior of BC.
- Hear from Indigenous and local governments, service operators, and the community about what's working, priorities for change, and their potential roles in future transportation
- Identify all existing ground transportation in the region.

LEVELS OF ENGAGEMENT

INFORM



- ✓ Provide participants with balanced and objective information to assist them in understanding the problems, alternatives and/or solutions
- ✓ Keep the participants informed

CONSULT



- ✓ Obtain feedback on analysis, alternatives and/or decisions
- ✓ Listen to, acknowledge concerns and provide feedback on how participant input influenced the decision

02 Engagement

ENGAGEMENT APPROACH

The engagement approach was multi-faceted and included:

- A project **Working Group** made up of representatives from First Nations, local governments and post-secondary organization—all of whom provide guidance and insight into the process and recommendations.
- A **project web landing page** on the ETSI-BC website to direct participants to the engagement opportunities and how they could reach the project team.
- **Eight virtual roundtable group sessions** were held with community representatives and stakeholder organizations June 14-21, 2023.
- Additional targeted **one-on-one interview sessions** were held with members of Interior Health, BC Transit, Tourism Fernie & Fernie Chamber of Commerce.
- An **online survey** focused on hearing from organizations and stakeholders was available from June 12-26, 2023 and 214 survey responses (186 completed surveys) were received.
- **The information was promoted broadly** through ETSI-BC communications channels, with targeted emails to participate in roundtables and the survey also sent to key groups.

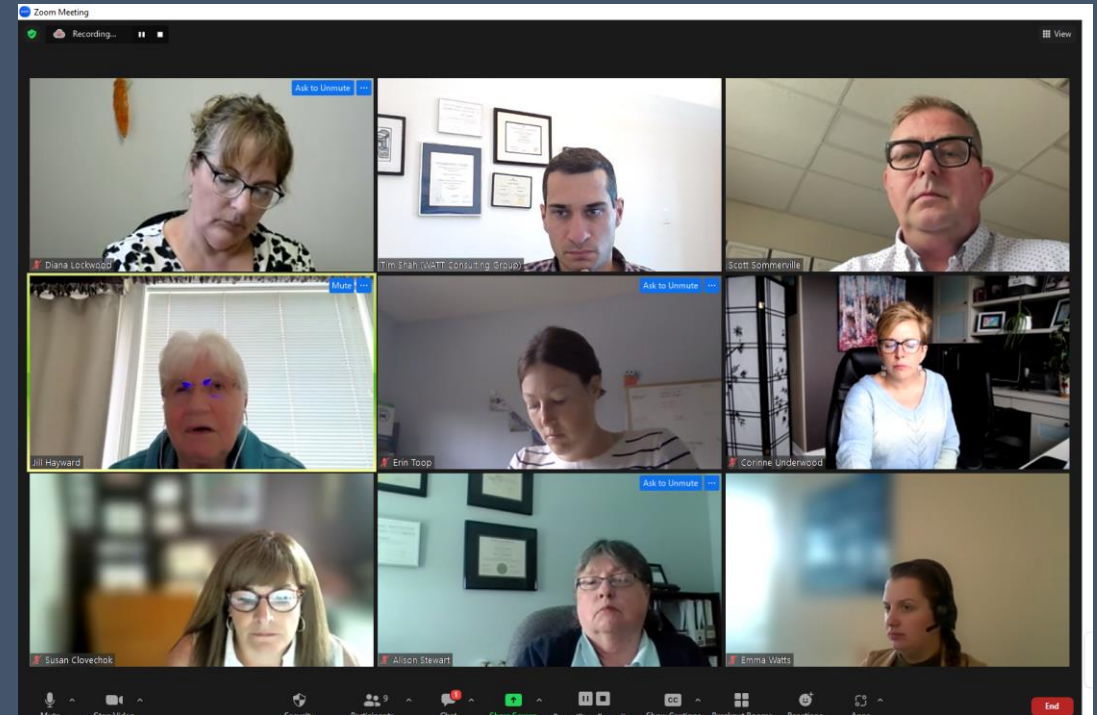
BC Southern Interior Regional Ground Transportation Study - Online Survey

Destinations, Connections, Purpose, Types of Travel

1. What type of organization do you belong to? (select one response only)

- Indigenous Government / Community - Write In (Required)
- Regional District - Write In
- Municipality - Write In (Required)
- Chamber of Commerce / Economic Development
- Post-Secondary Institution
- Health Care
- Tourism Operator
- Existing Transportation Service Provider
- Other Community Organization - Write In (Required)

2. What is the name of the community where your organization is located?



02 Engagement

WORKING GROUP PARTICIPANTS

- ❖ Laurel Douglas, ETSI-BC
- ❖ Erin Toop, Toop Consulting (on behalf of ETSI-BC)
- ❖ Aminda Joseph, ʔaąam First Nation
- ❖ Arnold John, Tk'emlúps te Secwépemc
- ❖ Collette Sunday, Upper Nicola Band
- ❖ Kari Relander, Lower Nicola Indian Band
- ❖ Tetku Marchand, Okanagan Indian Band
- ❖ Bill Newell, Regional District of Okanagan-Similkameen
- ❖ David Komaiké, Regional District of Central Okanagan
- ❖ David Sewell, Regional District of North Okanagan
- ❖ Donna Dean, Regional District of Kootenay Boundary
- ❖ Jeremy Dresner, Regional District of Okanagan-Similkameen
- ❖ John MacLean, Regional District of Columbia-Shuswap
- ❖ Scott Hildebrand, Regional District of Thompson-Nicola
- ❖ Shawn Tomlin, Regional District of East Kootenay
- ❖ Suraj Bral, Regional District of Okanagan-Similkameen
- ❖ Tom Dool, Regional District Central Kootenay
- ❖ Mark Fercho, City of Cranbrook
- ❖ Dr. Sarah Breen, Selkirk College



02 Engagement

SURVEY AND ROUNDTABLE RESULTS

The following section provides highlights from the survey results, with notes on key themes heard through the survey, as well as roundtable and one-on-one interview sessions.

In general, there was strong alignment between what was heard in the virtual sessions and the survey results.



186 Survey Respondents



41 Working Group and Roundtable Participants



827 Total Comments

03 Online Survey Results

ONLINE SURVEY RESULTS

The online survey focused on hearing from organizations and stakeholders. It was available online from June 12-26, 2023.

The following sections provide an overview of the survey results as it relates to:

- Who we heard from
- Distance travelled to destination
- Top regional destinations
- Existing transportation services currently available
- What is working well
- What matters the most
- Challenges and opportunities



03 Online Survey Results

WHO WE HEARD FROM

Question:

What type of organization do you belong to?

Key Findings:

Survey participation included a wide range of organization types.

What type of organization do you belong to?

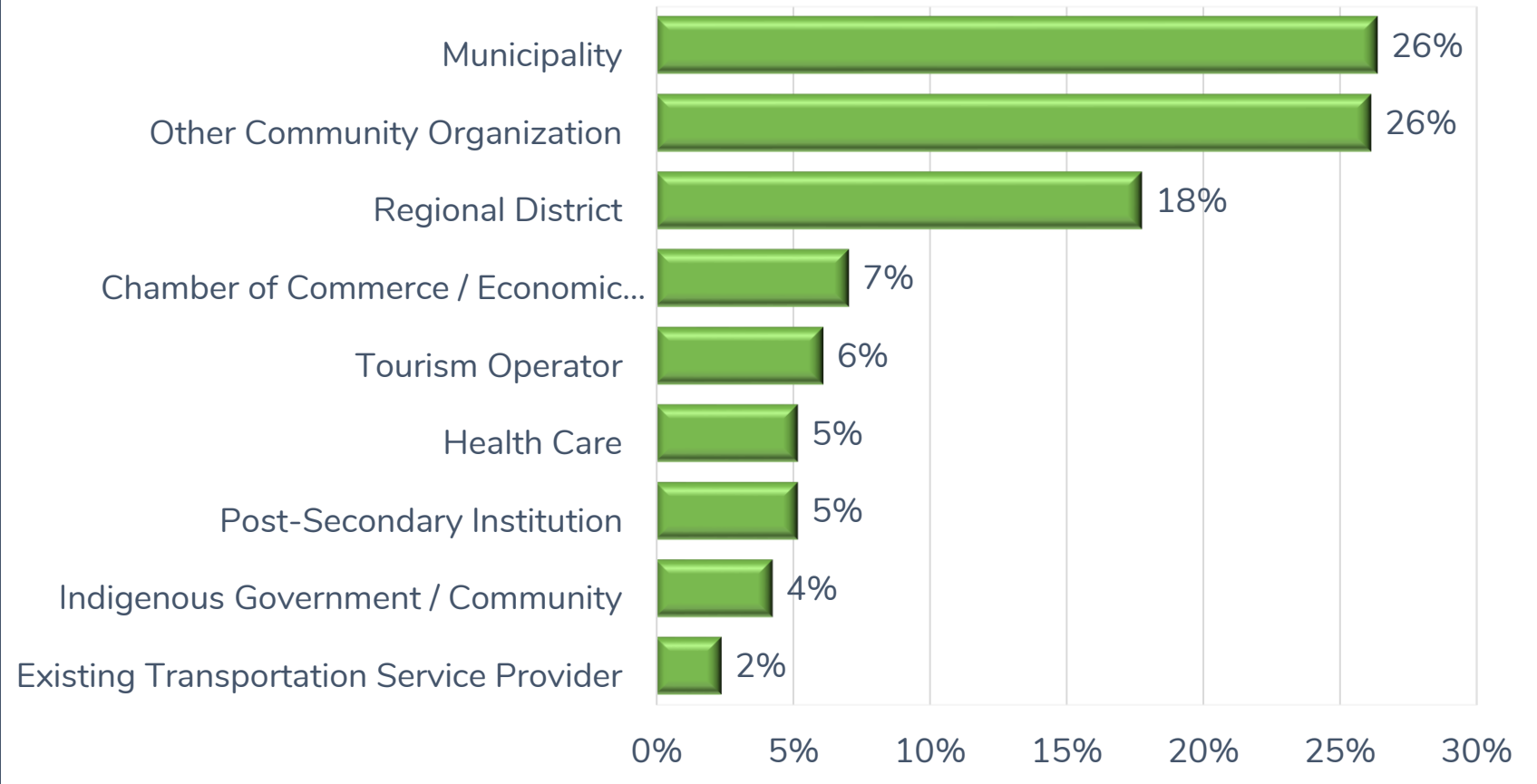


Figure 1. Participating Organizations

03 Online Survey Results

WHO WE HEARD FROM

Question:

What is the name of the community where your organization is located?

Key Findings:

We heard from all 9 Regional Districts within the Southern Interior.

Participation by Regional District (%)

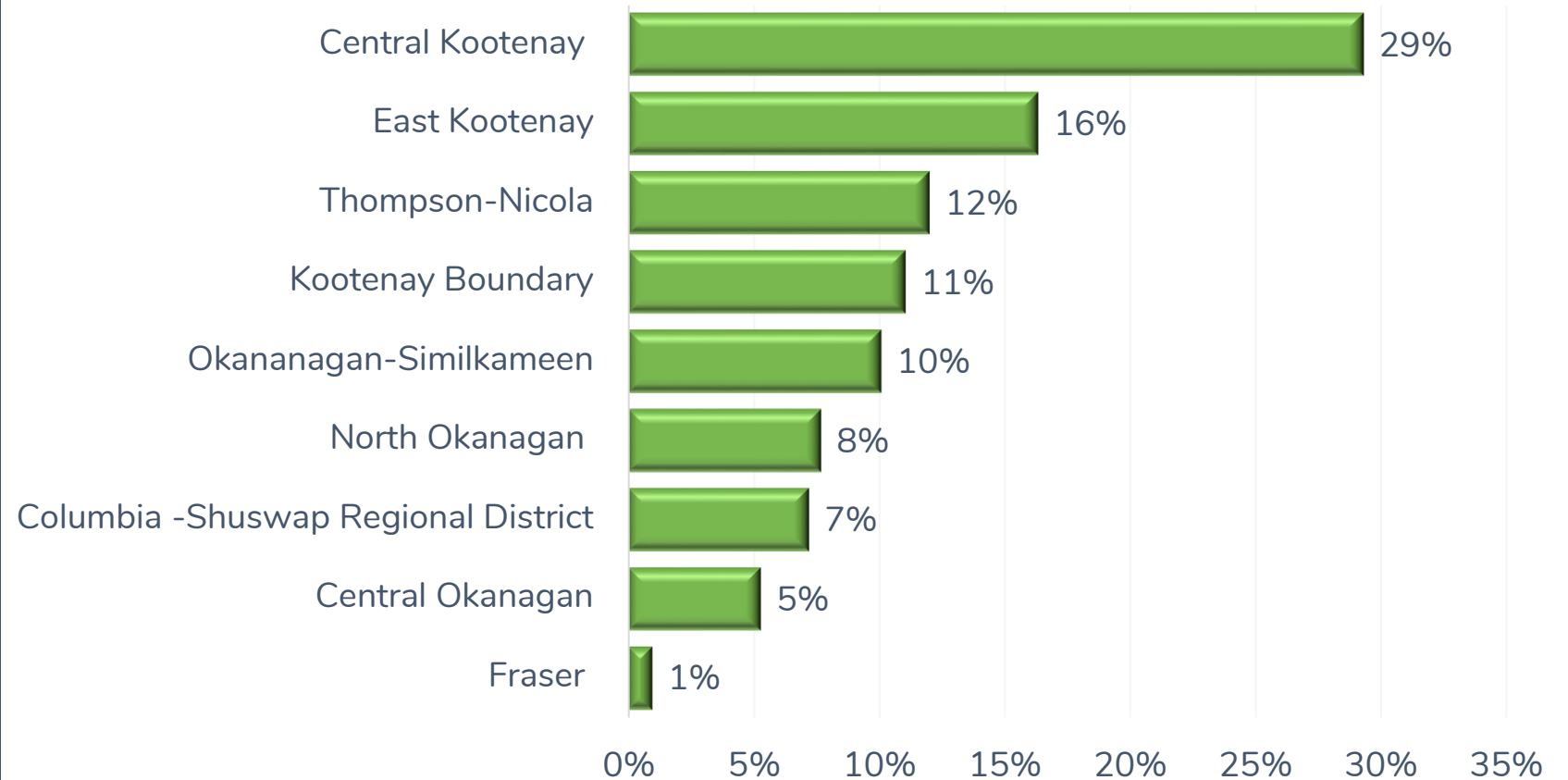


Figure 2. Participation by Regional District

03 Online Survey Results

DISTANCE TRAVELLED

Question:

How far do your community residents or your clients / members need to travel to access Health care, Day-to-day goods & services, Shopping items, Education and Employment/jobs.

Key Findings:

Day to day goods and services trips taken within 25km.

People are travelling farther for health care services.

Distance to place of employment generally within 100km.

Distance Travelled to Destination



Figure 3. Distance Travelled to Destination

03 Online Survey Results

TOP REGIONAL DESTINATIONS

Question:

What are the top three regional destinations within the Southern Interior of BC that you think should be prioritized to improve access to them?

Key Findings:

The top regional destinations include Kelowna, Cranbrook, Trail, Kamloops and Penticton, which align with what was heard during the roundtable sessions.

These communities are major health care destinations.



Figure 4. Top Regional Destinations

03 Online Survey Results

EXISTING TRANSPORTATION SERVICES CURRENTLY AVAILABLE

Question:

Which of the following type(s) of transportation options are currently available in your community?

Key Findings:

School bus and BC Transit are the most commonly available services, though level of service for BC Transit options varies widely between the different communities.

Relative lack of taxi compared to urban areas.

Transportation Services Available

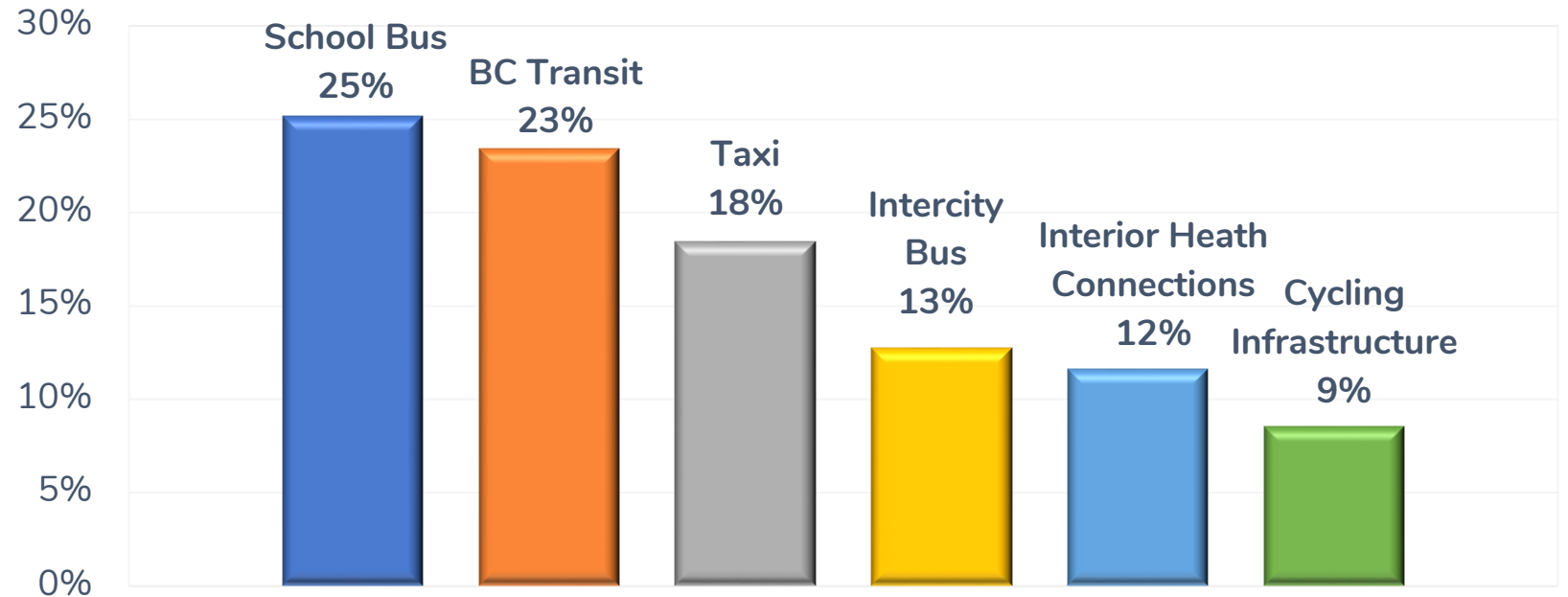


Figure 5. Transportation Services Currently Available

03 Online Survey Results

EXISTING TRANSPORTATION SERVICES CURRENTLY AVAILABLE (cont'd)

Question:

Are there any local transportation options that you are aware of that we may not have captured already? (i.e. small private or non-profit shuttles? Taxi operators? Community transportation social media groups? Volunteer driver programs, etc.?)



- Masonic Lodge Cancer Car which takes patients to Kelowna
- Volunteer Driver Program through the Seniors activity Centre for medical services
- Shuttle YYC to Golden and Downtown to Kicking Horse (December 22 –April 1)
- Cariboo-Okanagan Connector -for medical transport only (Pilot project with Interior Health)
- Angel flight (East Kootenay) serves Kelowna health care safe walking paths
- LSCSS Volunteer Driver Program
- Lime shared e-scooters and e-bikes
- HandyDART
- Mountain Man Mike
- Social Media (Facebook)
- Teck's work buses
- Private paid shuttles
- Fernie Tourism Shuttles

03 Online Survey Results

CHALLENGES & OPPORTUNITIES: CURRENT SERVICE SATISFACTION LEVELS

SUBSTANTIAL DISSATISFACTION WITH:

- Trip or service frequency (84%)
- Closeness of transportation service to key destinations outside community (83%)
- Days of the week of operation (77%)
- Closeness of transportation service to your community (70%)
- Accessibility to people with a disability (65%)

Question:

On a scale from 1 to 7 where 1 is the lowest and 7 is the highest, how would you rate the following when thinking about your community's access to transportation in the Southern Interior of BC?

MOST SATISFIED WITH:

- Value for the money / fares (38%)
- Feeling of personal safety while using or waiting for the service (37%)
- Comfort of vehicles (33%)

	Very Dissatisfied	Dissatisfied	Somewhat Dissatisfied	Neutral/ Unsure	Somewhat Satisfied	Satisfied	Very satisfied
Trip or service frequency	42%	29%	13%	9%	5%	2%	0%
Closeness of transportation service to key destinations outside of your community	37%	30%	15%	6%	6%	5%	0%
Days of the week of operation	36%	28%	13%	12%	7%	3%	2%
Closeness of transportation service to your community	28%	26%	15%	9%	13%	6%	2%
Accessibility to people with a disability	34%	16%	15%	22%	4%	7%	1%
Access to information on transportation services that are available	18%	22%	20%	16%	15%	6%	2%
Ability to book a trip online or over the phone	22%	16%	11%	33%	12%	6%	1%
Value for the money / fares	14%	12%	8%	29%	15%	13%	10%
Feeling of personal safety while using/waiting for the service	12%	7%	13%	31%	12%	14%	10%
Comfort of vehicles	16%	6%	7%	38%	14%	14%	5%

03 Online Survey Results

WHAT IS WORKING WELL

Question:

When thinking about transportation services that may currently exist in your community or region, what is working well?

Key Findings:

BC Transit and Health Connections are working well but participants also stated there is a need for more service to meet demand and better enable access to employment, services and medical appointments.

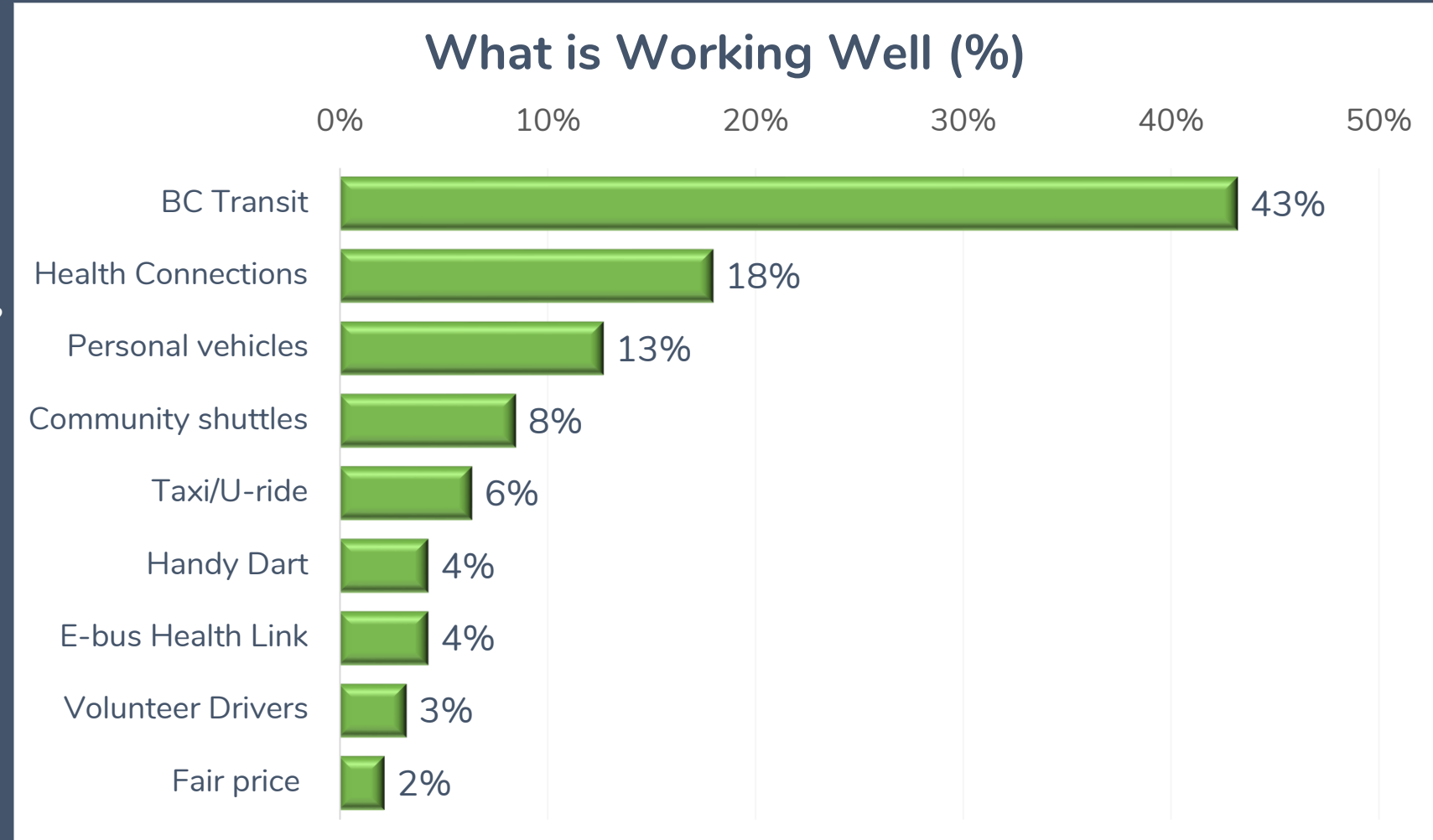


Figure 6. What is Working Well

03 Online Survey Results

WHAT MATTERS THE MOST

Question:

When considering transportation services in the Southern Interior of BC, what matters most to you? Please select your top 3 from the following service elements.

Key Findings:

The highest ranked options included (1) connections to regional centres; (2) reliability of service; and (3) aligning with community needs. These three were seen as the most important attributes to consider around any future intercommunity transportation improvements.

What Matters the Most (ranking question)

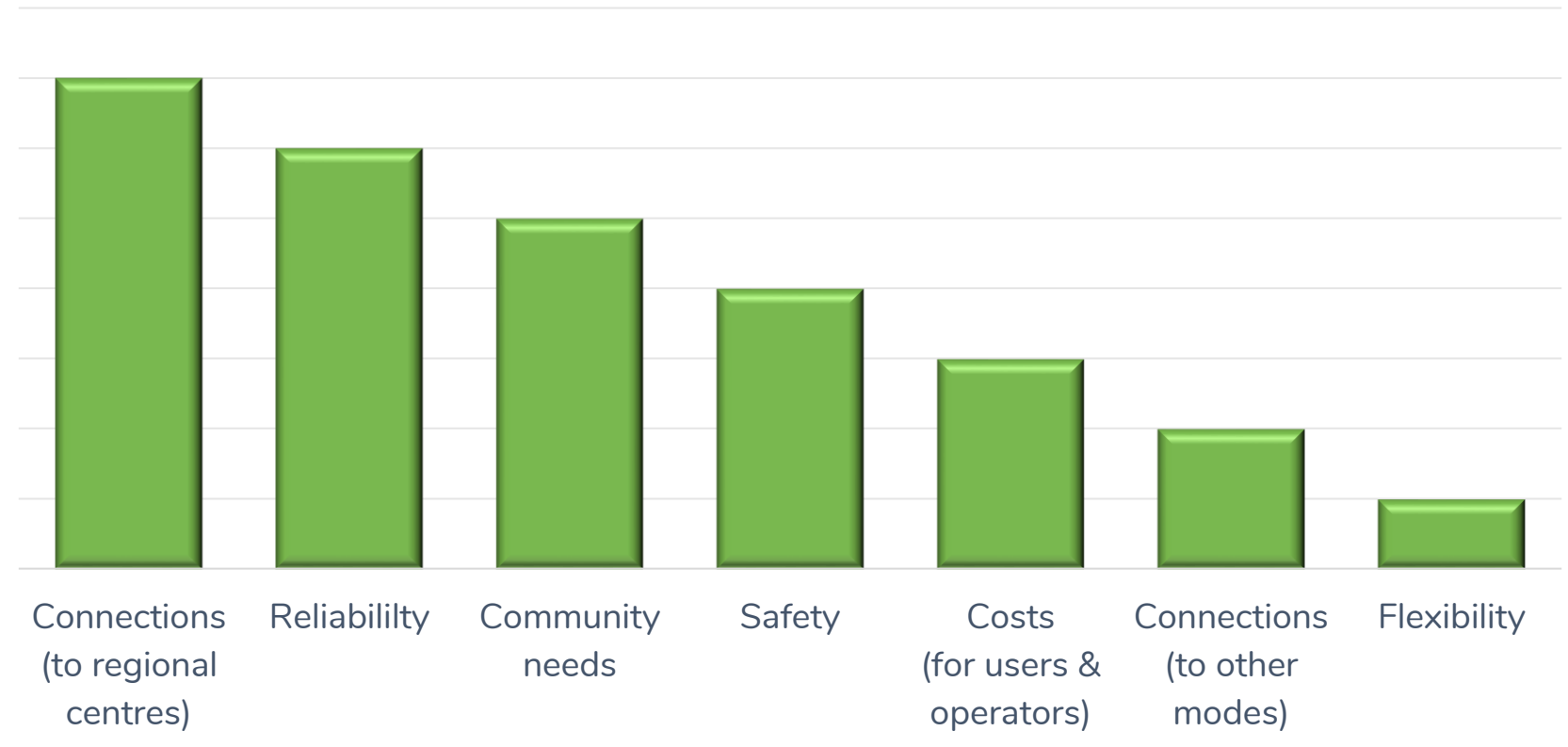


Figure 7. What Matters the Most

03 Online Survey Results

WHAT MATTERS THE MOST

Question:

What are the challenges to existing transportation services in your community?

Key Findings:

Eleven major themes were identified with the top three being (1) lack of frequency; (2) route coverage; and (3) full service to local communities.

Challenges to existing regional or inter-community services

Lack of frequency/scheduling	34%
No service in rural communities	18%
Lack of full services to local communities	14%
Volume of daily commuters	10%
Funding	6%
Cost of taxi/private shuttles	4%
Weekend availability	3%
Lack of options for return journey in rural communities	3%
Limited hours & coverage of inter-community buses	3%
Lack of service on Castlegar, Nelson & Trail route	3%
Lack of information about services/awareness	1%

03 Online Survey Results

CHALLENGES AND OPPORTUNITIES - QUOTES

“We have full neighbourhoods that do not have transit service. The frequency outside of college school hours is challenging”

Respondent representing a Municipality

“Time of service is challenging. At peak times buses are full and there's no room. But there's no service later in the evenings or on Sundays”

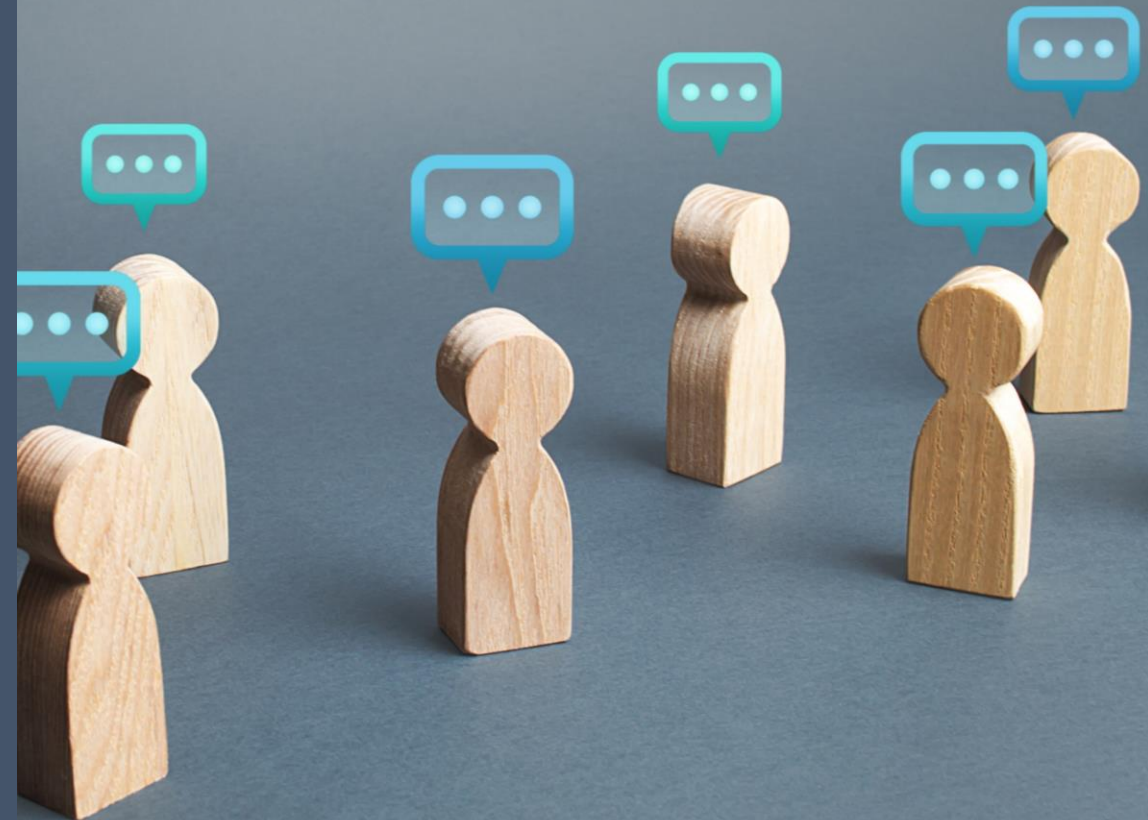
Respondent representing a Post-secondary Institution

“Nobody uses transit because there aren't enough routes and schedules aren't posted or easily accessible. On-demand service requires 24-hour advance notice”

Respondent representing a Municipality

“Tourism Industry needs to be a partner with BC Transit along with municipalities and regional governments, to partner on solutions that meet needs of visitor and local solutions.”

Respondent representing a Tourism Organization



03 Online Survey Results

COMMENTS AND SUGGESTIONS

Question:

Do you have any further comments or suggestions about what matters most to you when it comes to transportation in your community or in the Southern Interior of BC more broadly?

- Accessible, reliable and frequent inter-community transportation service (especially for healthcare services)
- Funding by provincial/federal government to improve transportation in rural communities
- Switching to mini vans, passenger vans instead of large buses in small communities
- Better marketing by community partners to spread awareness about the services
- Increasing community input in the decision-making process
- Regional connections
- Training local and Indigenous community members to be the transportation operators
- Integration of more active transportation options in the communities
- Car-sharing
- Municipalities should fulfil advocacy and communication role
- Subsidizing private partners to provide service in rural communities

03 Online Survey Results

SUMMARY OF KEY THEMES:

- Increase in the frequency and consistency of the service, especially for medical services
- Accessible and affordable transportation options for vulnerable groups
- Increasing connections to regional centres
- Switching large buses with small buses, vans, etc.
- Better marketing of the existing services to increase the awareness
- On-Demand service for seniors
- Majority of respondents expressed need of a route between Castlegar, Trail and Nelson as many students commute via that route to Selkirk college.

04 Virtual Roundtable Results

VIRTUAL ROUNDTABLE RESULTS

Eight virtual roundtable group sessions were held with community representatives and stakeholder organizations June 14-21, 2023

Additional targeted one-on-one interview sessions were held with members of Interior Health, BC Transit, Tourism Fernie, and the Fernie Chamber of Commerce.

The following sections provide an overview of the virtual roundtable discussion results as it relates to:

- Who we heard from
- What is working well
- Challenges to existing transportation services
- Gaps with existing transportation options
- Opportunities for partnerships



04 Virtual Roundtable Results

ENGAGEMENT ROUNDTABLE AND INTERVIEW PARTICIPANTS

- ❖ Neskonlith Indian Band
- ❖ Regional District of Thompson-Nicola
- ❖ Regional District of East Kootenay
- ❖ Regional District of Central Kootenay
- ❖ Regional District of Fraser Valley
- ❖ BC Transit – Kamloops
- ❖ BC Transit – East and West Kootenays
- ❖ BC Transit – Okanagan
- ❖ BC Transit – Kelowna
- ❖ Interior Health
- ❖ Passenger Transportation Board
- ❖ College of the Rockies Invermere Campus
- ❖ Penticton and Area Cooperative Enterprises
- ❖ Fernie Chamber of Commerce
- ❖ City of Castlegar
- ❖ Tourism Fernie
- ❖ Town of Oliver
- ❖ Village of Keremeos
- ❖ Village of Salmo
- ❖ Tourism of Sun Peaks
- ❖ Tourism Wells Gray
- ❖ BlueStar Coachlines
- ❖ Konkin – Cycling Without Age
- ❖ Foresight Canada

04 Virtual Roundtable Results

WHAT IS WORKING WELL

- Public transit is being used to allow people to access healthcare and for commuting purposes.
- When placed strategically, often along main routes, BC Transit is well utilized.
- Private shuttles are available for inter-regional transportation but are a pricey option. Notably, within the Southern Interior, private shuttles are often available from rural communities to resorts, such as ski hills, but can be limited to the ski season.
- Taxi and ride-share options are available, however more vulnerable populations may be priced out.
- People rely on friends or family members for transportation.
- Posts can be made to online groups, such as community pages on Facebook, to organize private ride-sharing with other community members.
- Volunteer driving programs are available to help people get groceries and access medical appointments within municipal limits.
- IFT completes most hospital transfers that do not require medical care, which frees up ambulances to attend 911 calls.
- Health Connections and other medical buses connect rural residents to healthcare services outside of their communities. Northern BC has a Health Connections model that Interior Health would like to adopt, this would eliminate the use of ambulance resources as 'taxis', by utilizing a bus with a care aid on board.

04 Virtual Roundtable Results

CHALLENGES TO EXISTING TRANSPORTATION SERVICES

- Limited budgets and lack of subsidies limit the expansion of public transit services. Without expanding public transit services, they will continue to be limited in terms of schedule and route availability, which will in turn limit applicable ridership.
- Bus stops are not located close to rural residents' homes, which results in challenges with the first and last kilometre of peoples' trips.
- Lack of housing in rural communities leads to people moving outside of communities to find housing, and this results in an increased reliance on transportation to access medical services, shopping services, work, extra-curricular activities, etc. Due to a lack of public transportation options that are affordable and timely, many residents are forced to rely on personal vehicles.
- Private shuttles are cost-prohibitive and have limited schedules.
- Taxis are costly and have limited availability in rural communities.
- Ride-shares are not applicable in remote communities where employment locations are spread out.
- While there are services available to connect rural residents to medical services, they are limited and result in residents booking their appointments months in advance
- Safety issues arise when affordable public transportation is not an option, as it forces senior and new drivers on the road which can be dangerous, especially if winter driving conditions are at play.
- It is challenging to provide public transit services to Indigenous communities because it is difficult to get funding due to the definition of 'municipality' in the BC Transit Act.
- Regional schedules are not coordinated to facilitate seamless inter-regional travel.

04 Virtual Roundtable Results

GAPS WITH EXISTING TRANSPORTATION OPTIONS

- Indigenous communities lack public transit access.
- There are limited or no connections to post-secondary education institutions.
- There are limited or no public transportation options to access extra-curricular activities, healthcare, or shopping that may only be available outside of rural communities.
- There is a lack of public transit or private shuttle options to airports to/from rural communities within the Southern Interior.
- There is a lack of fare integration, which increases the complexity of inter-regional travel by public transit.
- The loss of the Greyhound service left a noticeable gap in the Southern Interior with respect to inter-regional travel and delivering goods.
- For many of the tourism-based communities (e.g., Invermere, Sun Peaks), there is a lack of housing options available within the community. Thus, many workers are required to live outside of these communities and often have challenges finding reliable transportation to commute to work due to limited service, transit schedules not aligning with work schedules etc.
- Due to a lack of marketing and user-friendliness, public transportation options are often not accessible to tourists.
- The Health Connections bus has not seen much growth since its inception. Due to the finite amount, funding would act as a barrier for smaller communities to gain access to Health Connections.
- There is hesitancy in calling 911 or going to a regional hospital because there is a lack of affordable transportation options to get people home.

04 Virtual Roundtable Results

OPPORTUNITIES FOR PARTNERSHIPS

- The private sector was suggested as a partnership opportunity to assist rural communities in providing inter-regional public transit connections.
- Non-profit organizations were suggested to help provide and grow volunteer driver programs, and grocery run programs.
- Communities would like to partner with Indigenous communities to provide and/or improve inter-regional ground transportation.
- Partnership with the BC Ministry of Transportation and Infrastructure could be explored to pursue upgrading roads to provide a better connection to and from rural areas.
- Rural community members and stakeholders would like to see the government, at the municipal or regional level, providing support for residents who need medical access.
- For rural communities, it was suggested that it may be beneficial to partner with shipping/courier services to help subsidize the cost of people traveling (similar to the Greyhound model).
- An ideal provider would have a variety of ground transportation vehicles to accommodate demand.
- A partnership was suggested with Interior Health to create an agency to coordinate the eco-system of non-emergency public transportation.
- Partnerships with resorts, such as ski hills, to provide shuttle service to/from the resort to surrounding rural communities were suggested.
- Partnerships with post-secondary institutions to optimize public transit routes and times for students were suggested.
- A partnership, in the form of taxpayers subsidizing public transportation expansion within their communities, was suggested.

05 Acknowledgements

THANK YOU!

The Economic Trust of the Southern Interior (ETSI-BC) would like to thank the many individuals and organizations who assisted in this consultation process.

In particular, we would like to thank those individuals who served as part of the project's Working Group, as well as the many other representatives who participated in the roundtable interviews and survey.

Your participation has contributed towards the further development of a more connected and resilient Southern Interior.

ETSI-BC would also like to thank the Government of BC for providing funding to undertake this project.



BC SOUTHERN INTERIOR

REGIONAL GROUND TRANSPORTATION STUDY APPENDIX B – GROUND TRANSPORTATION SERVICES



August 2023

PREPARED FOR



PREPARED BY



Appendix B – Table of Contents

This appendix provides a detailed list of local, intercity and interregional ground transportation options currently available in the Southern Interior. Each Region is broken down into Regional District and associated Communities/Municipalities.

In addition to the list of ground transportation connections, we have also categorized by community a transportation list maintained by Interior Health, and this is represented in the Supplemental Connections List.

Table of Contents		Ground Transportation Connections Page #	Supplemental Connections List Page #
Thompson- Okanagan	First Nations	3	11
	Central Okanagan	4	12
	Fraser Valley	4	12
	Columbia Shuswap	5	12
	North Okanagan	5	12
	Okanagan Similkameen	6	13
	Thompson-Nicola	7	13
Columbia- Kootenay	First Nations	8	14
	Columbia Shuswap	8	14
	East Kootenay	8	15
	Central Kootenay	9	15
	Kootenay Boundary	10	14

Region of Thompson-Okanagan

Ground Transportation Connections

Regional District	Community / Municipality	Transportation Connection			Local			Intercity			Interregional		
		Local	Intercity	Interregional	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days
First Nations	Adams Lake	N	N	N									
	Boothroyd	N	N	N									
	Boston Bar	N	N	Y							VIA RAIL	TBD	TBD
	Chawathil	N	Y	N				BC Transit	6AM to 7PM	Weekdays, Sat			
	Coldwater	N	N	N									
	Little Shuswap	N	N	N									
	Lower Nicola	N	Y	N				BC Transit	7AM to 6PM	Weekdays, Sat			
	Lower Similkameen	N	N	N									
	Neskonlith	N	N	N									
	Nooaitch	N	N	N									
	Okanagan Indian Band	N	N	N									
	Osoyoos	Y	Y	Y	BC Transit	6AM to 6PM	Weekdays	BC Transit	7:15AM to 5:15PM	Weekdays	Mountain Man Mike's Bus Services	Sat/Wed - 12:20 PM Sun/Thurs - 1:00 PM	Kaslo-Vancouver: Sat/Wed Vancouver-Kaslo: Sun/Thurs
	Penticton Indian Band	N	N	N							BC Transit	6AM to 6PM	Weekdays
	Peters	N	N	N									
	Shxw'ow'hamel	N	N	N									
	Simpcw First Nation	N	N	N									
	Skawahlook	N	Y	N				BC Transit	5:50AM to 6:40PM	Weekdays, Sat			
	Skeetchestn	N	N	N									
	Splatsin	N	Y	N				BC Transit	6:15AM to 7PM	Weekdays, Sat			
	Spuzzum	N	N	N									
Tk'emlups te Secwepemc	N	Y	N				BC Transit	7AM to 7PM	Weekdays				
Union Bar (Puckatholetchin)	N	N	N										
Westbank	N	Y	N				BC Transit	5:45AM to 1:30AM	Daily				
Whispering Pines/Clinton	N	N	N										
Yale	N	N	N										

Region of Thompson-Okanagan

Ground Transportation Connections

Regional District	Community / Municipality	Transportation Connection			Local			Intercity			Interregional		
		Local	Intercity	Interregional	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days
Central Okanagan	Kelowna	Y	Y	Y	BC Transit	5:30AM to 1:30AM	Daily	BC Transit	5:30AM to 1:30AM	Daily	BC Transit	5:50AM to 6:30PM	Weekdays
											Silvercity Stagelines Ltd.	11:30AM	Mon/Tues/Thurs/Fri
											Ebus	TBD	Weekdays, Sat
											Rider Express	TBD	TBD
											ASLCS Medical Bus	11:30AM/1:30PM	Every 2nd and 4th Wednesday
	Lake Country	N	Y	N				BC Transit	5:30AM to 1AM	Daily			
	Peachland	N	Y	Y				BC Transit	6:45AM to 11:30PM	Daily	BC Transit	6AM to 7PM	Weekdays
	West Kelowna	N	Y	Y				BC Transit	5:30AM to 1:30AM	Daily	BC Transit	6AM to 7PM	Weekdays
	E-Bus				TBD	Weekdays, Sat							
	RDCO East E.A.	N	N	N									
	RDCO West E.A.	N	N	N									
Fraser Valley	Hope	Y	Y	Y	BC Transit	5:50AM to 6:35PM	Weekdays, Sat	BC Transit	5:50AM to 6:35PM	Weekdays, Sat	Mountain Man Mike's Bus Services	Sat/Wed - 3:40 PM Sun/Thurs - 9:20AM	Kaslo-Vancouver: Sat/Wed Vancouver-Kaslo: Sun/Thurs
											VIA RAIL	TBD	TBD
											RiderExpress	TBD	TBD
		E-Bus	TBD	Weekdays, Sat (By Appt Only)									
	Electoral Areas A & B	N	Y	N				BC Transit	5:50AM to 6:35PM	Weekdays, Sat			

Region of Thompson-Okanagan Ground Transportation Connections

Regional District	Community / Municipality	Transportation Connection			Local			Intercity			Interregional		
		Local	Intercity	Interregional	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days
Columbia Shuswap	Falkland	N	N	N									
	Salmon Arm	Y	Y	Y	BC Transit	7AM to 8:30PM	Daily	BC Transit	7AM to 8PM	Weekdays, Sat	RiderExpress	TBD	TBD
											BC Transit	8:15AM to 3PM (2 trips/day)	Wed
											E-Bus	2:20PM/2:30PM	Daily
	Sicamous	N	N	Y									
Area C, D, E, F	N	Y	N				BC Transit	8:15AM to 5:20PM	Wed, Thurs				
North Okanagan	Armstrong	N	Y	Y				BC Transit	7:45AM to 7PM	Weekdays, Sat	RiderExpress	TBD	TBD
	Coldstream	N	Y	N				BC Transit	6:20AM to 7:15PM	Daily	BC Transit	4:25PM	Wednesday
	Enderby	N	Y	Y				BC Transit	6:15AM to 7PM	Weekdays, Sat	Rider Express	TBD	TBD
											BC Transit	8:20AM to 2:50PM (2 trips/day); 9:30AM/4:50PM	Wed; Wed (By Appt Only)
											E-Bus	TBD	Mon-Sat (By Appt Only)
	Lumby	N	Y	N				BC Transit	6AM to 6:30PM	Weekdays			
	Spallumcheen	N	Y	N				BC Transit	6:15AM to 7PM	Weekdays, Sat			
Vernon	Y	Y	Y	BC Transit	6AM to 10PM	Daily	BC Transit	6AM to 10PM	Daily	RiderExpress	TBD	TBD	
										BC Transit	6AM to 7PM	Weekdays, Sat	
										ASLCS Medical Bus	10:30AM/2:30PM	Every 2nd and 4th Wednesday	
										E-Bus	TBD	Mon-Sat	

Region of Thompson-Okanagan Ground Transportation Connections

Regional District	Community / Municipality	Transportation Connection			Local			Intercity			Interregional		
		Local	Intercity	Interregional	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days
Okanagan Similkameen	Cawston	N	N	N									
	Keremeos	N	Y	Y				BC Transit	5:50AM to 6:45PM	Weekdays (Route 30 has a Saturday schedule)	Mountain Man Mike's Bus Services	Sat/Wed - 12:50PM Sun/Thurs - 12PM	Kaslo-Vancouver: Sat/Wed Vancouver-Kaslo: Sun/Thurs
											BC Transit	7:15AM to 2:20PM(1 trip each way/day)	Mon/Wed/Fri
	Okanagan Falls	Y	Y	Y	BC Transit	7AM to 6PM	Weekdays	BC Transit	5:50AM to 6:45PM	Weekdays (Route 30 has a Saturday schedule)	BC Transit	5:50AM to 6:30PM	Weekdays
	Oliver	N	Y	Y				BC Transit	5:50AM to 6:45PM	Weekdays (Route 30 has a Saturday schedule)	BC Transit	5:50AM to 6:30PM	Weekdays
	Osoyoos	Y	Y	Y	BC Transit	6:45AM to 12:30PM (by request)	Weekdays	BC Transit	5:50AM to 6:45PM	Weekdays (Route 30 has a Saturday schedule)	Mountain Man Mike's Bus Services	Sat/Wed - 12:20PM Sun/Thurs - 1PM	Kaslo-Vancouver: Sat/Wed Vancouver-Kaslo: Sun/Thurs
											BC Transit	5:50AM to 6:30PM	Weekdays
	Penticton	Y	Y	Y	BC Transit	6AM to 10PM	Daily	BC Transit	5:50AM to 6:45PM	Weekdays (Route 30 has a Saturday schedule)	BC Transit	5:50AM to 6:30PM	Weekdays
	Princeton	N	Y	Y				BC Transit	5:50AM to 6:45PM	Weekdays (Route 30 has a Saturday schedule)	Mountain Man Mike's Bus Services	Sat/Wed - 1:40PM Sun/Thurs - 11:10AM	Kaslo-Vancouver: Sat/Wed Vancouver-Kaslo: Sun/Thurs
Summerland	N	Y	Y				BC Transit	5:50AM to 6:45PM	Weekdays (Route 30 has a Saturday schedule)	BC Transit	5:50AM to 6:30PM	Weekdays	

Region of Thompson-Okanagan Ground Transportation Connections

Regional District	Community / Municipality	Transportation Connection			Local			Intercity			Interregional		
		Local	Intercity	Interregional	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days
Thompson-Nicola	Barriere	N	Y	Y				BC Transit	8:50AM to 5:10PM	Tues/Thurs (1 trip/day)	E-Bus	8:25AM 3:30PM	Mon/Thurs Tues/Fri
	Chase	N	Y	Y				BC Transit	8:30AM/3:30PM	Friday (By Appt Only)	RiderExpress	TBD	TBD
											E-Bus	3:10PM	Daily (By Reservation Only)
	Clearwater	Y	Y	Y	BC Transit	8AM to 5PM	Weekdays	BC Transit	8:50AM to 5:10PM	Tues/Thurs (1 trip/day)	VIA RAIL	TBD	TBD
											E-Bus	9:15AM/2:20PM	Mon/Thurs Tues/Fri
	Kamloops	Y	Y	Y	BC Transit	6AM to 1AM	Daily	BC Transit	7AM/10AM/2:30PM/ 4:30PM/5PM	Tues/Thurs/Friday (By Appt Only)	VIA RAIL	TBD	TBD
											RiderExpress	TBD	TBD
											E-Bus	TBD	Daily
											BC Transit	11:15AM/3PM/7AM/ 5PM	Tues/Thurs
	Merritt	Y	Y	Y	BC Transit	7AM to 6PM	Weekdays, Sat	BC Transit	7AM to 6PM	Weekdays, Sat	Rider Express	TBD	TBD
E-Bus											TBD	Daily	
BC Transit											8:30AM/3:30PM	Thursday (By Appt Only)	
Sun Peaks	N	Y	N				Sun Star Shuttle Tasteful Excursions	TBD	TBD				
Electoral Areas A, B, J, L, M, N, O & P	N	Y	N				BC Transit	8AM to 4PM; 7AM	Weekdays; 1st Thurs of the month				

Region of Columbia-Kootenay

Ground Transportation Connections

Regional District	Community / Municipality	Transportation Connection			Local			Intercity			Interregional		
		Local	Intercity	Interregional	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days
First Nations	?Akisq'nuk (Columbia Lake)	N	Y	N				BC Transit	7:15AM to 3:15PM	Weekdays			
	?Aqam (St. Mary's)	N	N	N									
	Lower Kootenay Band	N	N	N									
	Shuswap	N	N	N									
	Sinixt	N	Y	N				BC Transit	4:45AM to 8:10PM	Weekdays, Sat			
	Tobacco Plains	N	N	N									
Columbia Shuswap	Golden	N	N	Y				RiderExpress			TBD	TBD	
								BC Transit			8AM/6:30PM	Tues/Thurs	
	Revelstoke	Y	N	Y	BC Transit	7:15AM to 6PM	Weekdays, Sat	RiderExpress			TBD	TBD	
								BC Transit			8AM/6PM	Wed (By Appt Only)	
Area A & B	N	N	N										
Canal Flats	N	Y	N				BC Transit	7:15AM to 5:45PM	Weekdays				
East Kootenay	Cranbrook	Y	Y	Y	BC Transit	7:15AM to 9PM	Daily	BC Transit	10:15AM/2:30PM	Wed/Fri (By Appt Only)	Mountain Man Mike's Bus Services	Mon - 12:30PM PST, 11:30AM MST Tues - 2:00PM MST	Kaslo-Calgary: Mon Calgary-Kaslo: Tues
								BC Transit				8:15AM to 5:10PM	Tues/Thurs
	Elkford	N	Y	N				BC Transit	7AM to 7PM	Weekdays			
	Fernie	N	Y	Y				BC Transit	7AM to 7PM	Weekdays	Mountain Man Mike's Bus Services	Mon - 2:10PM Tues - 12:30PM	Kaslo-Calgary: Mon Calgary-Kaslo: Tues
	Invermere	N	Y	N				BC Transit	7:15AM to 5:45PM	Weekdays			
	Kimberley	N	Y	N				BC Transit	7AM to 6PM	Weekdays			
	Radium Hot Springs	N	Y	N				BC Transit	7:15AM to 5:45PM	Weekdays			
	Sparwood	N	Y	Y				BC Transit	7AM to 7PM	Weekdays	Mountain Man Mike's Bus Services	Mon - 2:30PM Tues - 12:10PM	Kaslo-Calgary: Mon Calgary-Kaslo: Tues

Region of Columbia-Kootenay

Ground Transportation Connections

Regional District	Community / Municipality	Transportation Connection			Local			Intercity			Interregional		
		Local	Intercity	Interregional	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days
Central Kootenay	Castlegar	Y	Y	Y	BC Transit	6AM to 8PM	Weekdays, Sat	BC Transit	6AM to 8PM	Weekdays, Sat	Mountain Man Mike's Bus Services	Sat/Wed - 9AM Sun/Thurs - 4:40PM	Kaslo-Vancouver: Sat/Wed Vancouver-Kaslo: Sun/Thurs
											BC Transit	6AM to 8PM	Weekdays, Sat
											Silver City Stagelines	7:05AM/3:45PM	Mon/Tues/Thurs/Fri
	Creston	Y	N	Y	BC Transit	8:15AM to 5:10PM	Weekdays				Mountain Man Mike's Bus Services	Mon - 10:30 AM PST Tues - 2:20 PM PST (3:20 PM MST)	Kaslo-Calgary: Mon Calgary-Kaslo: Tues
											BC Transit	8:15AM to 5:10PM	Tues/Thurs
	Kaslo	N	Y	Y				BC Transit	6:30AM to 9PM	Tues, Wed, Thurs	Mountain Man Mike's Bus Services	Mon - 7AM Tues - 5:10PM Sat/Wed - 7AM Sun/Thurs - 6:10PM	Kaslo-Calgary: Mon Calgary-Kaslo: Tues Kaslo-Vancouver: Sat/Wed Vancouver-Kaslo: Sun/Thurs
											BC Transit	6:30AM to 9PM	Tues, Wed, Thurs
	Nakusp	N	Y	Y				BC Transit	7AM to 7PM (all routes only operate two trips per day)	Weekdays	BC Transit	7AM to 7PM	Weekdays
											ASLCS Medical Bus	7AM/6PM	Every 2nd and 4th Wednesday
	Nelson	Y	Y	Y	BC Transit	6AM to 11:30PM	Weekdays, Sat	BC Transit	7:10AM to 6:20PM	Weekdays, Sat	Mountain Man Mike's Bus Services	Mon - 8:10AM Tues - 4:10PM Sat/Wed - 10:40AM Sun/Thurs - 2:40PM	Kaslo-Calgary: Mon Calgary-Kaslo: Tues Kaslo-Vancouver: Sat/Wed Vancouver-Kaslo: Sun/Thurs
											Rider Express	TBD	TBD
											Silver City Stagelines	6:20AM/4:20PM	Mon/Tues/Thurs/Fri
											BC Transit	6AM to 7PM	Weekdays, Sat
	New Denver	N	Y	N				BC TRANSIT	8:35AM to 7PM	Weekdays			
Salmo	N	Y	Y				BC Transit	7:15AM to 6:45PM	Weekdays	Mountain Man Mike's Bus Services	Sat/Wed - 10:40AM Sun/Thurs - 2:40PM	Kaslo-Calgary: Mon Calgary-Kaslo: Tues	
										BC Transit	7:15AM to 6:45PM	Weekdays	
Silverton	N	Y	N				BC TRANSIT	8:35AM to 7PM	Weekdays				
Slocan	N	Y	Y				BC TRANSIT	4:45AM to 8:10PM	Weekdays, Sat	RiderExpress	TBD	TBD	
										BC Transit	4:45AM to 8:10PM	Weekdays, Sat	

Region of Columbia-Kootenay

Ground Transportation Connections

Regional District	Community / Municipality	Transportation Connection			Local			Intercity			Interregional		
		Local	Intercity	Interregional	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days
Kootenay Boundary	Fruitvale	N	Y	N				BC TRANSIT	5:30AM to 10:10PM	Weekdays, Sat			
	Grand Forks	Y	Y	Y	BC Transit	8:30AM to 3:30PM; On-Demand Request 9:10AM to 1:30PM; On-Demand Request	Mon, Wed, Thurs Fri	BC Transit	10AM/1PM	Tuesday/Friday (call to book)	Mountain Man Mike's Bus Services	Sat/Wed - 10:40AM Sun/Thurs - 2:40PM	Kaslo-Vancouver: Sat/Wed Vancouver-Kaslo: Sun/Thurs
											Silver City Stagelines Ltd.	8:25AM/2:20PM	Mon/Tues/Thurs/Fri
	Greenwood	N	Y	Y				BC Transit	9:10AM / 1:35PM	Tuesday/Friday (call to book)	Mountain Man Mike's Bus Services	Sat/Wed - 11:20AM Sun/Thurs - 2:10PM	Kaslo-Vancouver: Sat/Wed Vancouver-Kaslo: Sun/Thurs
											Silver City Stagelines Ltd.	9AM/1:40PM	Mon/Tues/Thurs/Fri
	Midway	N	Y	Y				BC Transit	8:50AM/1:55PM	Tues (By Appt Only)	Silver City Stagelines Ltd.	9:10AM/1:30PM	Mon/Tues/Thurs/Fri
	Montrose	N	Y	N				BC Transit	5:30AM to 10:10PM	Weekdays, Sat			
	Rossland	N	Y	Y				BC Transit	6AM to 9:15PM	Weekdays, Sat	BC Transit	6AM to 9:15PM	Weekdays, Sat
	Trail	Y	Y	Y	BC Transit	6AM to 9:15PM	Weekdays, Sat	BC Transit	6AM to 9:15PM	Weekdays, Sat	BCTransit	6AM to 9:15PM	Weekdays, Sat
											Silver City Stagelines Ltd.	5:15AM/5:15PM	Mon/Tues/Thurs/Fri
Warfield	N	Y	N				BC Transit	6AM to 9:15PM	Weekdays, Sat				

Region of Thompson-Okanagan

Supplemental Connections List

Regional District	Community / Municipality	Transportation Connection			Local			Intercity			Interregional		
		Local	Intercity	Interregional	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days
First Nations	Adams Lake	N	N	N									
	Boothroyd	N	N	N									
	Boston Bar	N	N	N									
	Chawathil	N	N	N									
	Coldwater	N	N	N									
	Little Shuswap	N	N	N									
	Lower Nicola	N	N	N									
	Lower Similkameen	N	N	N									
	Neskonlith	N	N	N									
	Nooaitch	N	N	N									
	Okanagan Indian Band	N	N	N									
	Osoyoos	N	N	N									
	Penticton Indian Band	N	N	N									
	Peters	N	N	N									
	Shxw'ow'hamel	N	N	N									
	Simpcw First Nation	N	N	N									
	Skawahlook	N	N	N									
	Skeetchestn	N	N	N									
	Splatsin	N	N	N									
	Spuzzum	N	N	N									
	Tk'emlups te Secwepemc	N	N	N									
Union Bar (Puckatholetchin)	N	N	N										
Westbank	N	N	N										
Whispering Pines/Clinton	N	N	N										
Yale	N	N	N										

Region of Thompson-Okanagan

Supplemental Connections List

Regional District	Community / Municipality	Transportation Connection			Local			Intercity			Interregional		
		Local	Intercity	Interregional	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days
Central Okanagan	Kelowna	N	N	N									
	Lake Country	N	N	N									
	Peachland	N	N	N									
	West Kelowna	N	N	N									
	RDCO East E.A.	N	N	N									
	RDCO West E.A.	N	N	N									
Columbia Shuswap	Falkland	N	N	N									
	Salmon Arm	N	Y	Y				BC TRANSIT Ebus Rider Express	TBD	Tuesday** Daily* Friday	BC TRANSIT Rider Express	TBD	Tuesday** Friday
	Sicamous	N	Y	Y				BC TRANSIT	TBD	Tuesday** Wednesday*	BC TRANSIT	TBD	Tuesday** Wednesday*
	Area C, D, E, F	N	N	N									
Fraser Valley	Hope	N	Y	N				Ebus	TBD	Daily (2 Trips/day)*			
	Electoral Areas A & B	N	N	N									
North Okanagan	Armstrong	N	Y	Y				BC TRANSIT Ebus	TBD	Wednesday* Daily*	BC TRANSIT	TBD	Wednesday*
	Coldstream	N	N	N									
	Enderby	N	Y	Y				BC TRANSIT Ebus	TBD	Wednesday* Daily*	BC TRANSIT	TBD	Wednesday*
	Lumby	N	Y	N				BC TRANSIT	TBD	TBD			
	Spallumcheen	N	N	N									
	Vernon	N	Y	Y				BC TRANSIT E-Bus	TBD	Wednesday* Mon, Wed, Fri* Daily	BC TRANSIT	TBD	Wednesday* Wed, 2 trips/day (2nd and 4th Wed)

Region of Thompson-Okanagan Supplemental Connections List

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		Local	Intercity	Interregional	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days
Okanagan Similkameen	Cawston	N	Y	N				BC TRANSIT	TBD	TBD			
	Keremeos	N	Y	N				BC TRANSIT	TBD	Mon, Wed, Fri*			
	Okanagan Falls	N	Y	Y				BC TRANSIT	TBD	TBD	BC TRANSIT	TBD	TBD
	Oliver	N	Y	N				BC TRANSIT	TBD	Tues-Fri (2 trips/day)*			
	Osoyoos	N	Y	N				BC TRANSIT	TBD	Tues-Fri (2 trips/day)* TBD			
	Penticton	Y	Y	N	BC TRANSIT - HANDYDART	7AM to 5PM	Mon-Fri	BC TRANSIT	TBD	Tues-Fri (2 trips/day)*			
	Princeton	N	Y	N				BC TRANSIT	TBD	Mon, Wed, Fri*			
	Summerland	N	Y	N				BC TRANSIT	TBD	Tues-Fri (2 trips/day)*			
Thompson-Nicola	Barriere	N	Y	N				BC TRANSIT	TBD	Tues, Thurs			
	Chase	N	Y	Y				BC TRANSIT Ebus	TBD	Tuesday** Daily*	BC TRANSIT	TBD	Tuesday**
	Clearwater	Y	Y	Y	BC TRANSIT	8AM to 5PM	Mon-Fri	BC TRANSIT Northern Health Connections	TBD	TBD	BC TRANSIT	TBD	TBD
	Kamloops	N	Y	Y				BC TRANSIT E-Bus Rider Express Northern Health Connections	TBD	Monday** Tuesday** Daily* Friday TBD	BC TRANSIT Rider Express	TBD	Monday Tuesday** Friday
	Merritt	N	Y	N				BC TRANSIT E-Bus	TBD	Tuesday**			
	Sun Peaks	N	N	N									
	Electoral Areas A, B, J, L, M, N, O & P	N	N	N									

Region of Columbia-Kootenay Supplemental Connections List

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		Local	Intercity	Interregional	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days
First Nations	?Akisq'nuk (Columbia Lake)	N	N	N									
	?Aqam (St. Mary's)	N	N	N									
	Lower Kootenay Band	N	N	N									
	Shuswap	N	N	N									
	Sinixt	N	N	N									
	Tobacco Plains	N	N	N									
Columbia Shuswap	Golden	N	N	N									
	Revelstoke	N	Y	Y				BC Transit Rider Express	TBD	Tuesday** Wednesday* Friday	BC Transit Rider Express	TBD	Tuesday** Wednesday* Friday
	Area A & B	N	N	N									
Kootenay Boundary	Fruitvale	N	N	N									
	Grand Forks	N	Y	N				Silver City Stagelines Ltd. Interior Medical Transport	TBD	TBD			
	Greenwood	N	Y	N				Silver City Stagelines Ltd.	TBD	TBD			
	Midway	N	Y	N				Silver City Stagelines Ltd.	TBD	TBD			
	Montrose	N	N	N									
	Rossland	N	N	N									
	Trail	N	Y	N				Silver City Stagelines Ltd. Interior Medical Transport	TBD	TBD			
	Warfield	N	N	N									

Region of Columbia-Kootenay

Supplemental Connections List

Regional District	Community / Municipality	Transportation Connection			Local			Intercity			Interregional		
		Local	Intercity	Interregional	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days	Service Provider	Service Span	Service Days
East Kootenay	Canal Flats	N	N	N									
	Cranbrook	N	Y	N				BC TRANSIT Interior Medical Transport	TBD	Wed, Fri* Tues, Thurs* TBD			
	Elkford	N	Y	N				BC TRANSIT	TBD	Wed, Fri*			
	Fernie	N	Y	N				BC TRANSIT	TBD	Wed, Fri*			
	Invermere	N	N	N									
	Kimberley	N	Y	N				BC Transit	N/A	Tues, Thurs*			
	Radium Hot Springs	N	N	N									
	Sparwood	N	Y	N				BC TRANSIT	TBD	Wed, Fri*			
Central Kootenay	Castlegar	N	Y	N				Silver City Stagelines Ltd. Interior Medical Transport	TBD	TBD			
	Creston	N	Y	N				BC TRANSIT Interior Medical Transport	TBD	Tues, Thurs* TBD			
	Kaslo	N	N	N									
	Nakusp	N	Y	Y				Interior Medical Transport	TBD	TBD	BC TRANSIT	TBD	Wed, 2 trips/day (2nd and 4th Wed)
	Nelson	N	Y	N				Silver City Stagelines Ltd. Interior Medical Transport	TBD	TBD			
	New Denver	N	N	N									
	Salmo	N	N	N									
	Silverton	N	N	N									
	Slocan	N	N	N									