

NORTHERN BC

INTER-COMMUNITY TRANSPORTATION STUDY

August 2023

PREPARED FOR



PREPARED BY



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01 Introduction

WHAT IS THIS PROJECT ABOUT?

The Northern BC Inter-Community Transportation Study was initiated by Northern Development to gather feedback on existing transportation options available in Northern B.C., and to seek input on what additional transportation priorities should be considered. The Province of BC provided funding for Northern Development to conduct this study.

The study focuses on the connections between Northern B.C. communities and in rural areas not served by existing public transportation.

The project also seeks to understand potential roles that Indigenous and local governments and community organizations could play in future transportation improvements, with the goal of continuing to create a more prosperous and connected Northern B.C.

In addition to collecting feedback from communities, organizations and residents from across Northern B.C., the project also seeks to consider how population changes, economic development and other community health and social initiatives may change the needs and opportunities for transportation in the coming years.

WHY ARE WE DOING THIS PROJECT?



Increase use of existing bus and other inter-community transportation services in Northern B.C.



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



Identify possible roles that local, regional and Indigenous governments could play in supporting inter-urban passenger transportation options.



Fill in transportation gaps.

01 Introduction



ABOUT NORTHERN DEVELOPMENT

Northern Development is a regionally operated economic development not-for-profit organization incorporated under the Northern Development Initiative Trust Act.

Serving central and northern B.C., Northern Development acts as a catalyst for economic growth through investments in grassroots, community-led projects. It provides the funding and ability to identify and pursue new opportunities for stimulating economic growth and job creation within the region.

In addition to flowing funding into communities, Northern Development makes a difference by working with municipalities, regional districts and Indigenous communities to build economic development, staff and program capacity.

Recognizing that transportation and connection are critical to fostering a stronger north, Northern Development administers the Northern Passenger Transportation Service funding program on behalf of the Province of BC. This program provides funding for the BC Bus North service and 17 community shuttle services.

NORTHERN DEVELOPMENT'S STRATEGIC FRAMEWORK

Our Strategic Pillars



Our Vision, Mission and Values

VISION STATEMENT

Northern British Columbia is recognized as a global leader in innovative, inclusive rural development.

MISSION STATEMENT

Northern Development acts as a catalyst for transformative rural development that stimulates entrepreneurial creativity and community resiliency.

OUR VALUES

We strive to be trusted for our integrity, accountability, collaboration and passion. We are responsive, yet responsible.

Our Ethics

As stewards of a public trust incorporated under legislation by the Province of British Columbia, we promise to:

- Dedicate ourselves to building economic capacity and sustainability throughout the Trust's service area
- Responsibly steward a capital base to support Trust area communities in perpetuity
- Develop strong partnerships throughout the region and uphold the values of the communities we serve

But not to:

- Favour one region, community or business over another
- Adopt or promote a political affiliation or put our interests ahead of central and northern B.C.'s

01 Introduction

ABOUT WATT CONSULTING GROUP

WATT Consulting Group is a multi-disciplinary transportation, engineering and geomatics firm serving private and public sector clients across Western Canada and beyond since 1983.

Our Transportation Division offers a broad range of services and has established a strong reputation for providing innovative and community driven transportation consulting to address complex challenges. In addition to supporting Northern Development with its community shuttle and intercity bus initiatives over the past two years, our team encompasses staff with decades of experience working with BC Transit, TransLink, MoTI and community-operated transportation services. We have also assisted with transit service and policy implementations in communities across the province, including many within Northern Development's geographic mandate.



CONSULTATIVE



COLLABORATIVE



INNOVATIVE

WATT'S EXPERTISE



- Multi-modal transportation planning
- Policy analysis & regulatory development
- Transit planning and design
- Strategic planning
- Pedestrian and active transportation analysis
- Bicycle route planning and design
- Emerging transportation technology and trends
- Transportation demand management (TDM) strategies

02 Community Context

NORTHERN DEVELOPMENT'S REGION

The Northern BC Inter-Community Transportation Study focuses on rural and inter-community transportation needs and opportunities within the Northern B.C. region covered by Northern Development.

This region covers approximately 70 per cent of the province of British Columbia. The region encompasses 39 municipalities, nine regional districts, one regional municipality and 89 First Nations communities.

The region is divided into four principal regions (Cariboo-Chilcotin/Lillooet, Northeast, Northwest and Prince George) as outlined in the [Northern Development Initiative Trust Act \(2004\)](#).

Each of the four regions has a [Regional Advisory Committee](#) comprised of elected local government leaders that advise Northern Development's [Board of Directors](#). As detailed later in **Section 3 Engagement**, the four Regional Advisory Committees also participated in this study, as well as representatives of Indigenous communities and community organizations.



02 Community Context

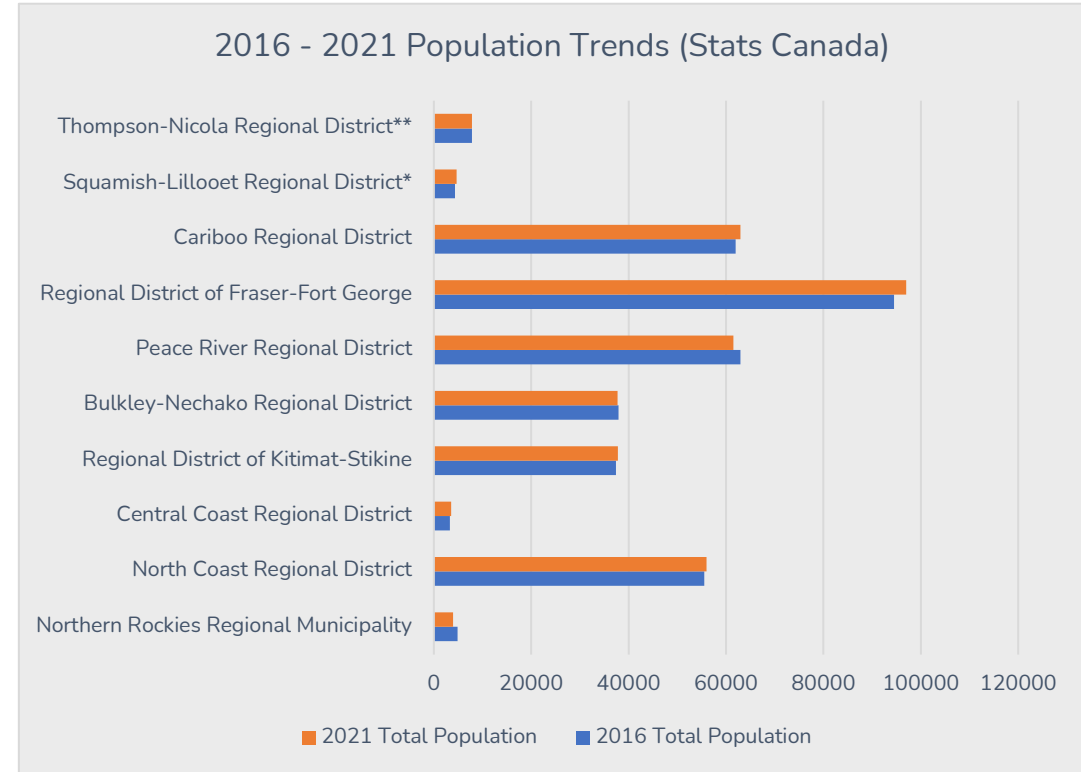
POPULATION CHARACTERISTICS

The largest regional district completely within the Northern Development region is the Regional District of Fraser-Fort George, which is centered around the City of Prince George.

The region's two other larger census agglomeration communities with populations above 24,000 are Fort St. John in the Peace River Regional District and Quesnel in the Cariboo Regional District. The Thompson-Nicola Regional District has a higher overall population but only the western Fraser Canyon area communities such as Lytton, Cache Creek and Clinton, as well as the eastern Squamish-Lillooet Regional District communities such as Lillooet, are within the Northern Development region.

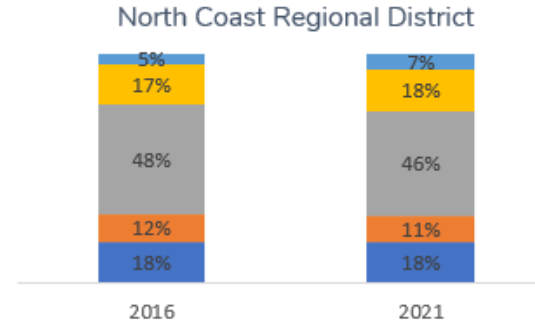
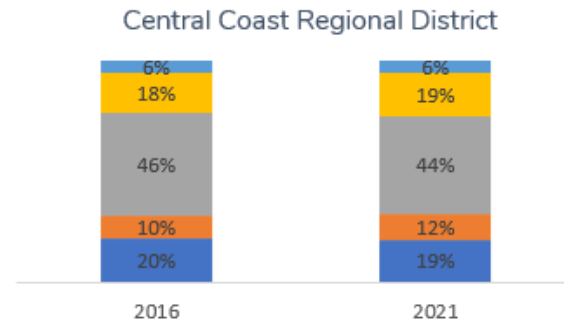
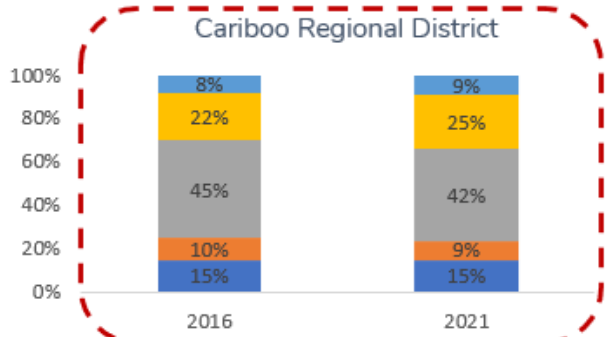
The Northern Development region has a growing population of younger seniors and elders (60 to 74 years). As this group ages, transportation services will become increasingly important to serve their mobility needs.

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. See also the charts on the next page for a comparison of population change by regional district.



* Squamish-Lillooet Regional District figures and ** Thompson-Nicola Regional District figures reflect only those segments of the regional districts within the Northern Development region.

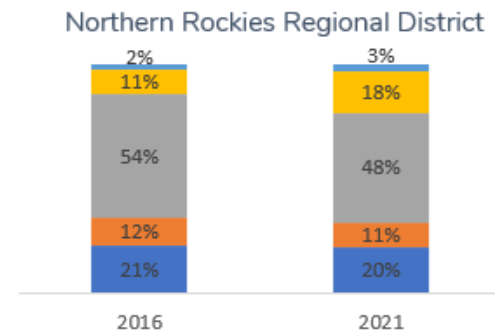
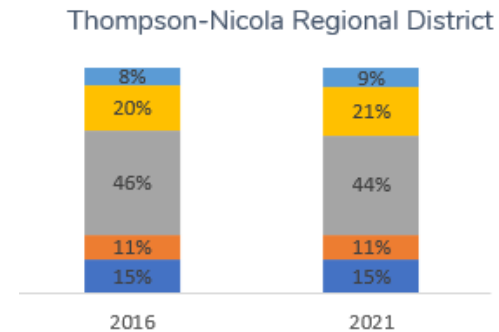
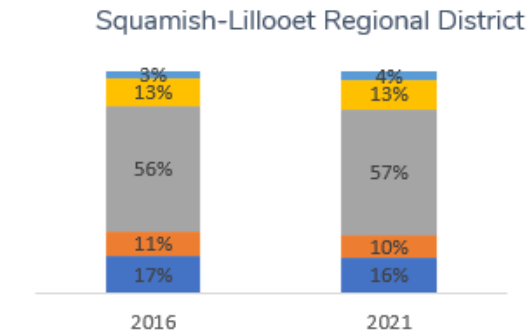
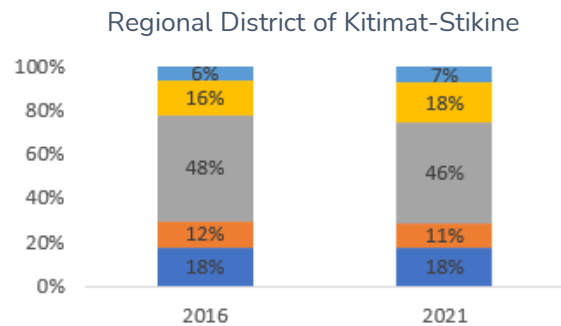
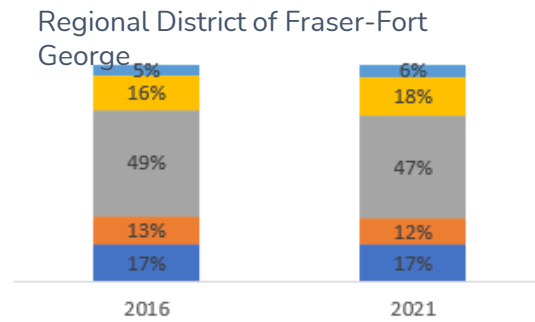
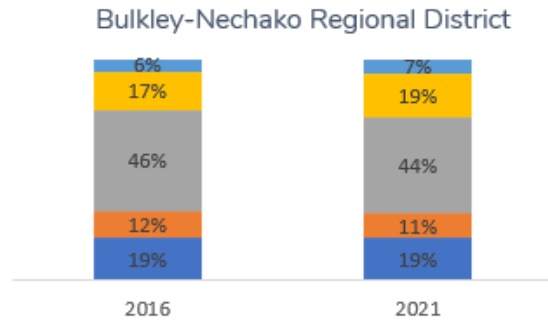
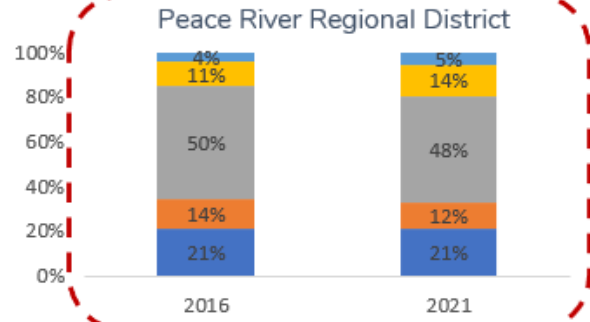
02 Community Context



When designing transit services for a community, its demographic makeup tends to be a good indicator of transit potential.

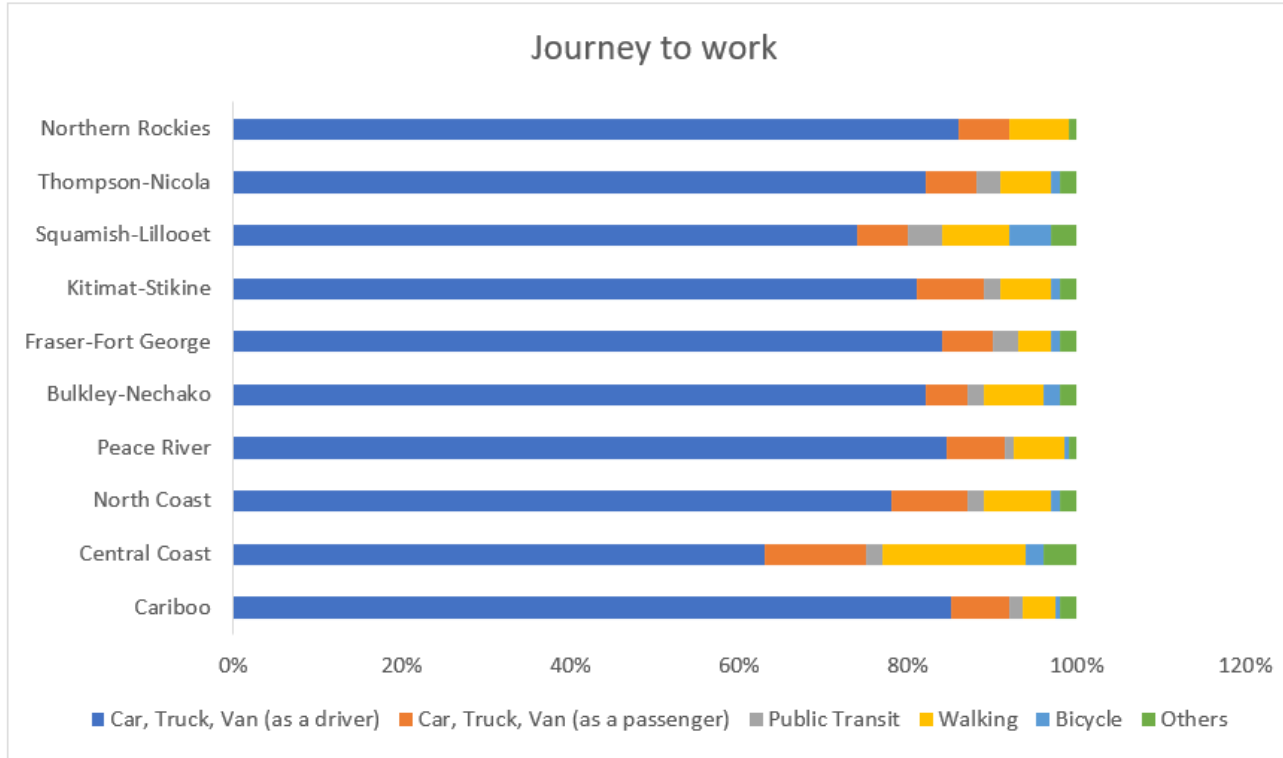
Youth and seniors tend to be dependent on others for their mobility needs. Transit services afford them independence, and from that perspective it is an attractive option.

The Cariboo Regional District has the highest population of young seniors (60-74 years) at 25 per cent in 2021. Conversely, the Peace River Regional District has the highest population of youth aged 24 and under at 33 per cent in 2021.



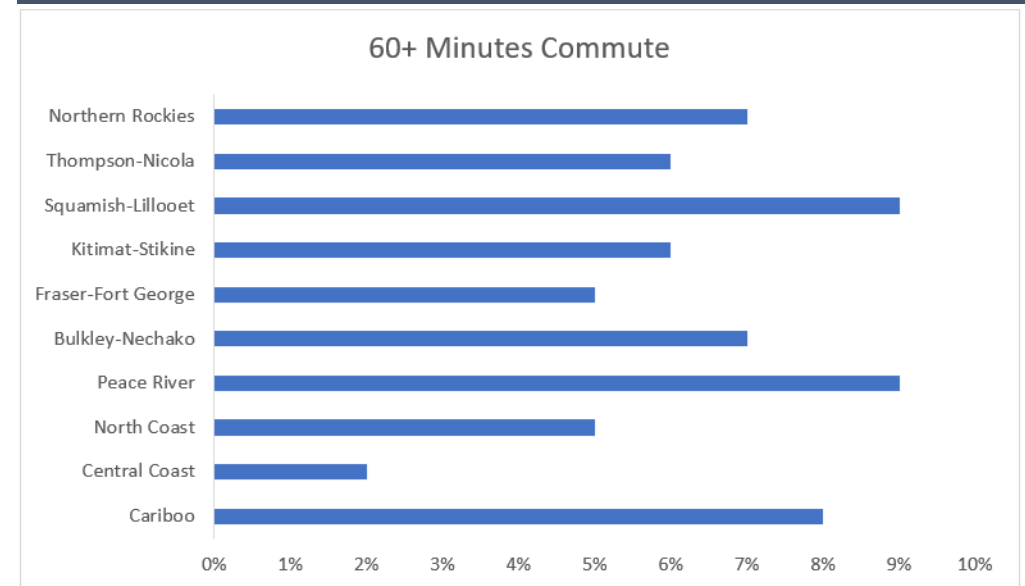
02 Community Context

MAIN MODE OF COMMUTING (2021 STATISTICS CANADA)



Much of the employed labour force in the nine regional districts and one regional municipality commute to work in a personal vehicle, followed by walking, and then transit and active transportation options.

Most people commuting travel for less than 15 minutes to reach their places of employment. The most likely segment to use transit are the people with a commute of 60 minutes or greater. The regions completely within the Northern Development region with the highest percentages of 60+ minute commutes are the Peace River and Cariboo Regional Districts.



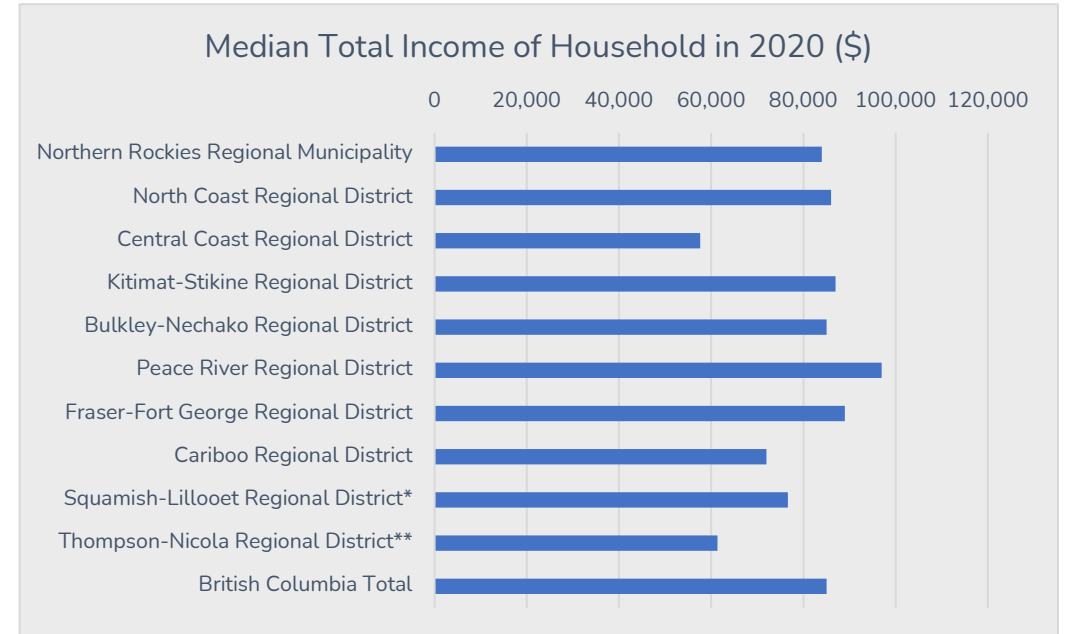
02 Community Context

SOCIOECONOMICS

When comparing Northern B.C. socioeconomic data against the provincial average, some key regional trends emerge:

- Median household income in the Peace River Regional District is \$97,000 and substantially higher than the provincial average of \$85,000, followed by the Regional District of Fraser-Fort George at \$89,000.
- Median household income is substantially lower than the provincial average in the Central Coast Regional District and areas of the Thompson-Nicola Regional District within the Northern Development region (\$57,600 and \$61,400, respectively).
- Median household incomes were also lower than the provincial average in the Cariboo Regional District (\$72,000) and areas of the Squamish-Lillooet Regional District within the Northern Development region (\$76,600).

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



* Squamish-Lillooet Regional District figures and ** Thompson-Nicola Regional District figures reflect only those segments of the regional districts within the Northern Development region.

03 Engagement

ENGAGEMENT APPROACH

The Northern BC Inter-Community Transportation Study was supported by a robust engagement process incorporating various opportunities for Indigenous communities, local governments, interested parties and residents to be actively involved in shaping the outcome of the review and its recommendations. The engagement approach included:

- A dedicated **project landing page** hosted on the Northern Development website, used by engagement participants to access project information, stay up to date on developments, access the online survey and contact the project team.
- Six public **Open House events** in the following communities:
 - Dawson Creek
 - Williams Lake
 - Terrace
 - Fort St. John
 - Fort Nelson
 - Valemount
- **Virtual roundtable group and one-on-one sessions** with key interested parties, including:
 - Indigenous Communities
 - Local Governments (Regional Advisory Committees)
 - Operators
 - Tourism Sector
 - Other Organizations
- An **online survey** open to the public from May 25 to June 26, 2023.



389
Survey
Respondents



71
Round Table
Participants



422
Total
Comments



Open House at the Williams Lake Farmers' Market
Photo: Northern Development

03 Engagement

ROUNDTABLE AND ONE-ON-ONE INTERVIEW PARTICIPANTS

REGIONAL ADVISORY COMMITTEES

Northern Development has four regional advisory committees (RAC), one for each region. Each RAC is comprised of elected local government leaders from each of the regions. A Transportation Study roundtable session was incorporated into a meeting with each RAC.

- Cariboo-Chilcotin/Lillooet Regional Advisory Committee
- Northwest Regional Advisory Committee
- Northeast Regional Advisory Committee
- Prince George Regional Advisory Committee

INDIGENOUS COMMUNITIES

- Heiltsuk Nation
- Iskut Band Council

SERVICE PROVIDERS

- Autumn Services
- Binche Keyoh Bu Society
- Prince Rupert Friendship House Association
- Village of Granisle

TOURISM SECTOR

- Cariboo Chilcotin Coast Tourism Association
- Destination BC
- Indigenous Tourism BC
- Northern BC Tourism Association
- Tourism Industry Association of BC

OTHER ORGANIZATIONS

- Passenger Transportation Board

04 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 [Section 6: Challenges](#) and [Section 7: Opportunities](#).

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



Open House at the Fort Nelson Aboriginal Friendship Society, with the Northern Rockies Seniors' Society shuttle bus dropping off passengers for lunch. The NRSS shuttle has received funding through the Northern Passenger Transportation Service funding program.
Photo: Northern Development

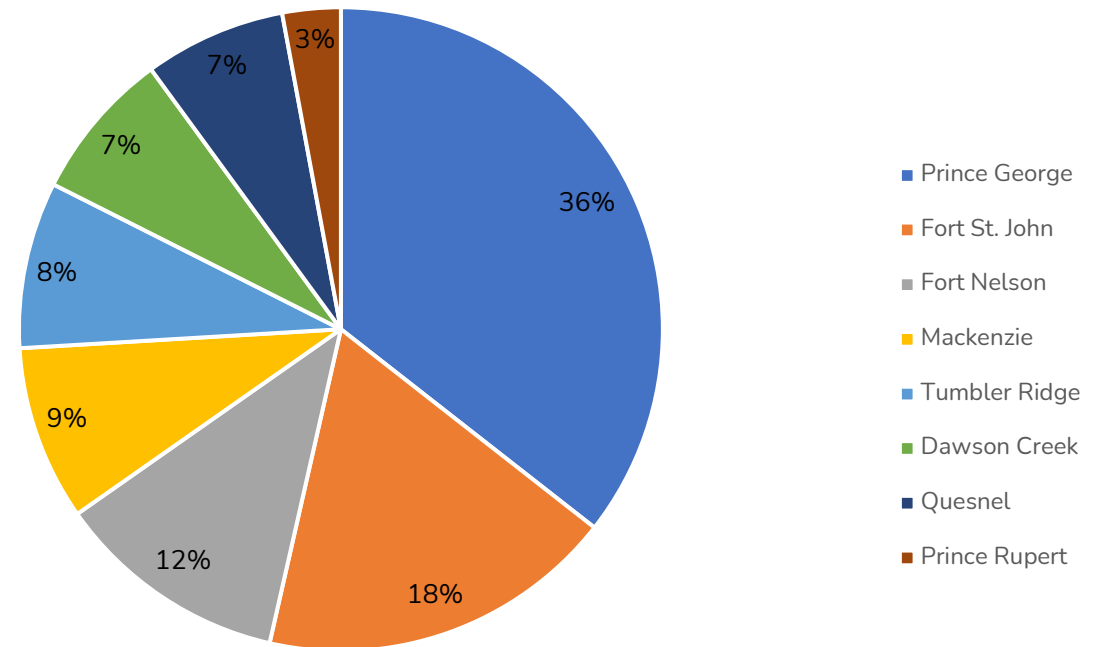
04 Engagement Results

WHO WE HEARD FROM

Key Findings:

- The majority of respondents are from Prince George, Fort St. John or Fort Nelson.
- Other communities with a larger representation among participants (more than 3%) were Mackenzie, Tumbler Ridge, Dawson Creek and Quesnel.

In what community do you currently live?



*The graph represents the locations with maximum number of responses (about 50%)

Total respondents for this question (N)= 337

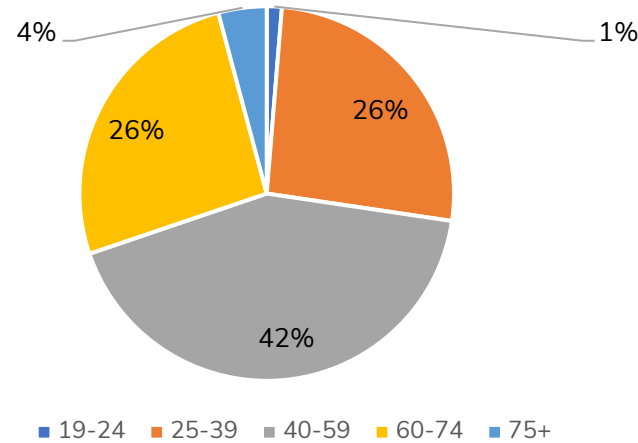
04 Engagement Results

WHO WE HEARD FROM

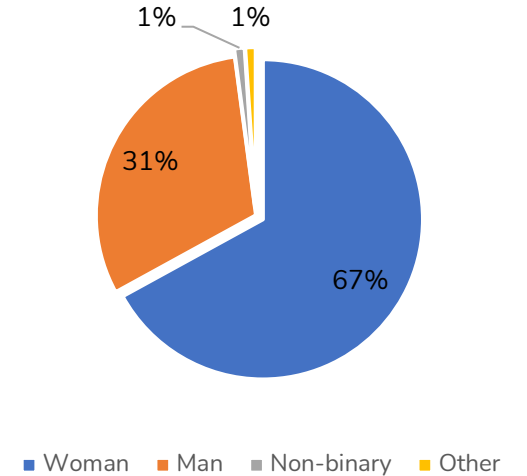
Key Findings:

- The majority of respondents are ages 25 – 74, with ages 40 – 59 the highest (42%), and 26% ages 25 – 39 and 60 – 74, respectively.
- The least represented age bracket is 19 – 24 (1%).
- Approximately two-thirds of respondents identify as women.
- 14% of participants identify as Indigenous.
- 16% identify as a person with a disability.

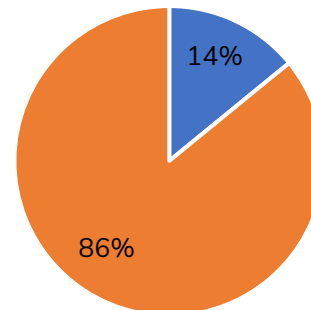
What is your age?



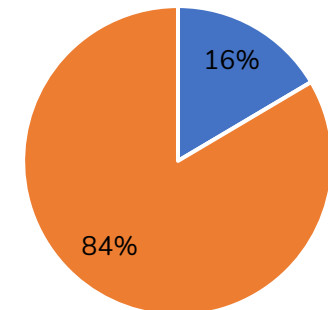
How do you identify?



Do you identify as Indigenous?



Do you identify as a person with a disability?



04 Engagement Results

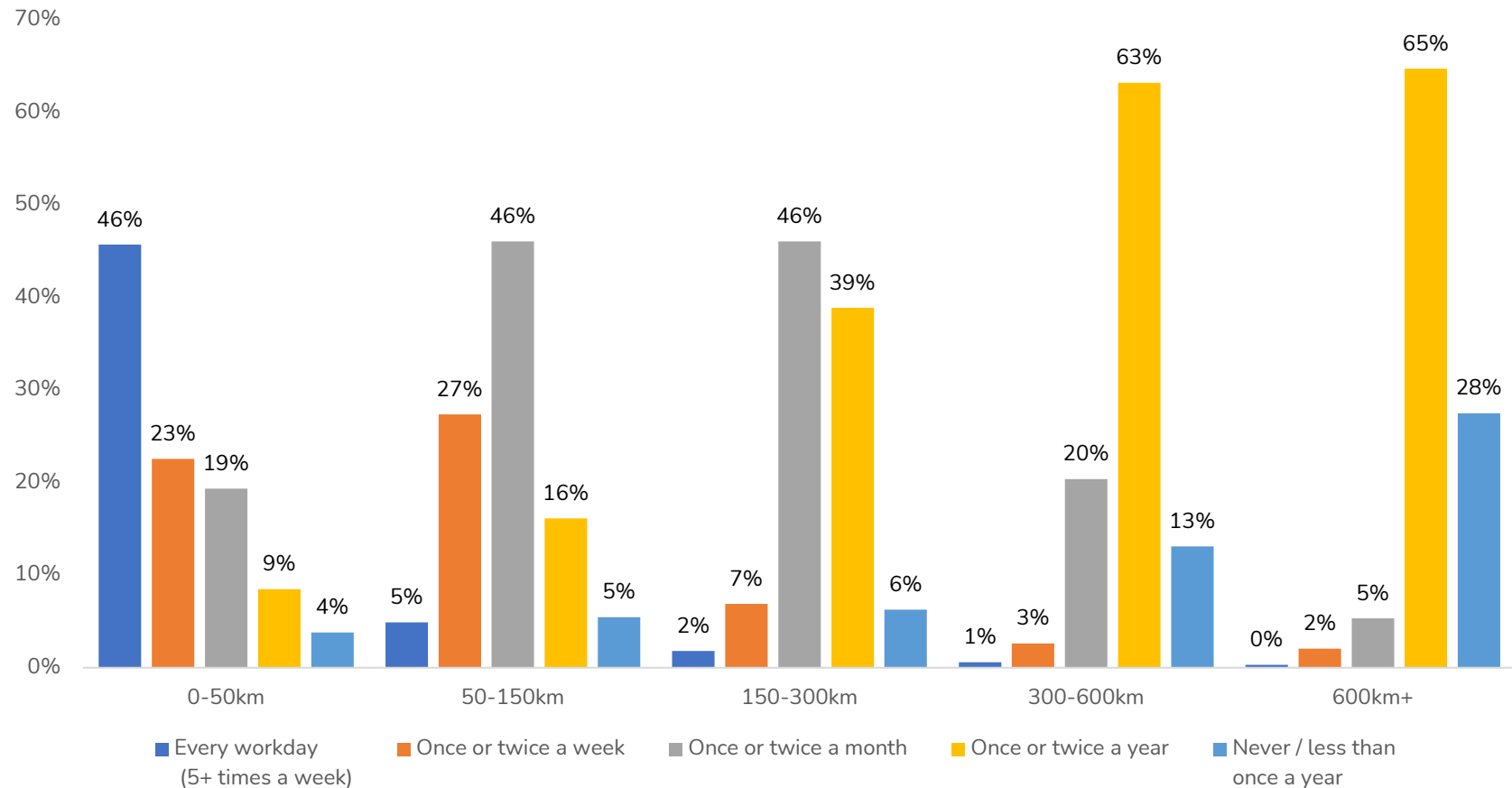
DISTANCE TRAVELLED

Key Findings:

How far people travel to get to desired destination?

- 27% of respondents are travelling 50-150km 5+ times per week, with 12% travelling in excess of 150km.
- A large portion of respondents (71%) are travelling in excess of 150km once or twice per month.

Please indicate how frequently you typically travel the following distances when moving between Northern B.C. communities



04 Engagement Results

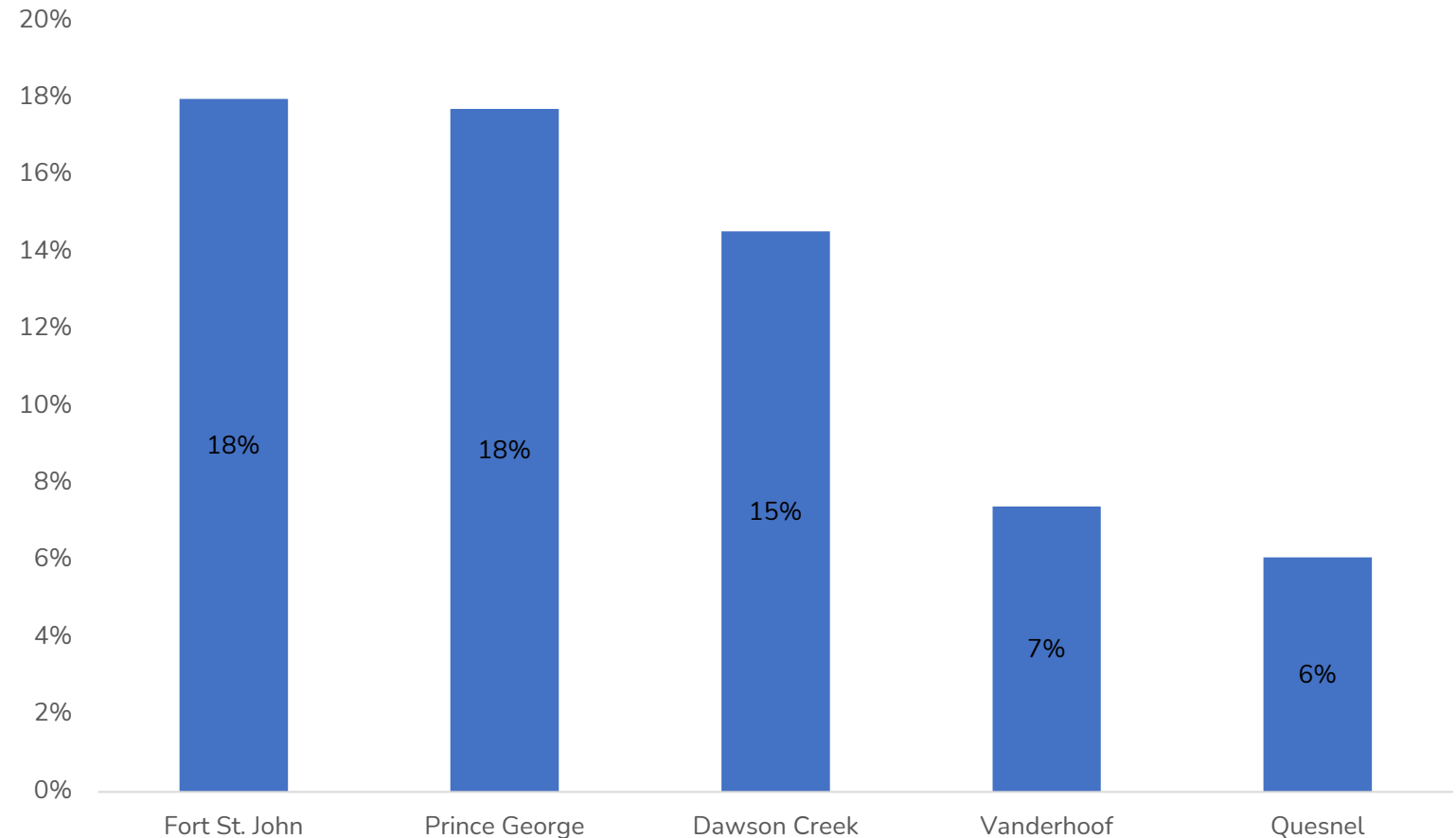
TOP REGIONAL DESTINATIONS

Key Findings:

Survey participants were asked to identify their top three regional destinations.

Based on survey results, Fort St. John, Prince George and Dawson Creek were selected as top regional destinations, with Vanderhoof and Quesnel also identified as common destinations.

What are the three communities that you most frequently travel to within Northern B.C.?



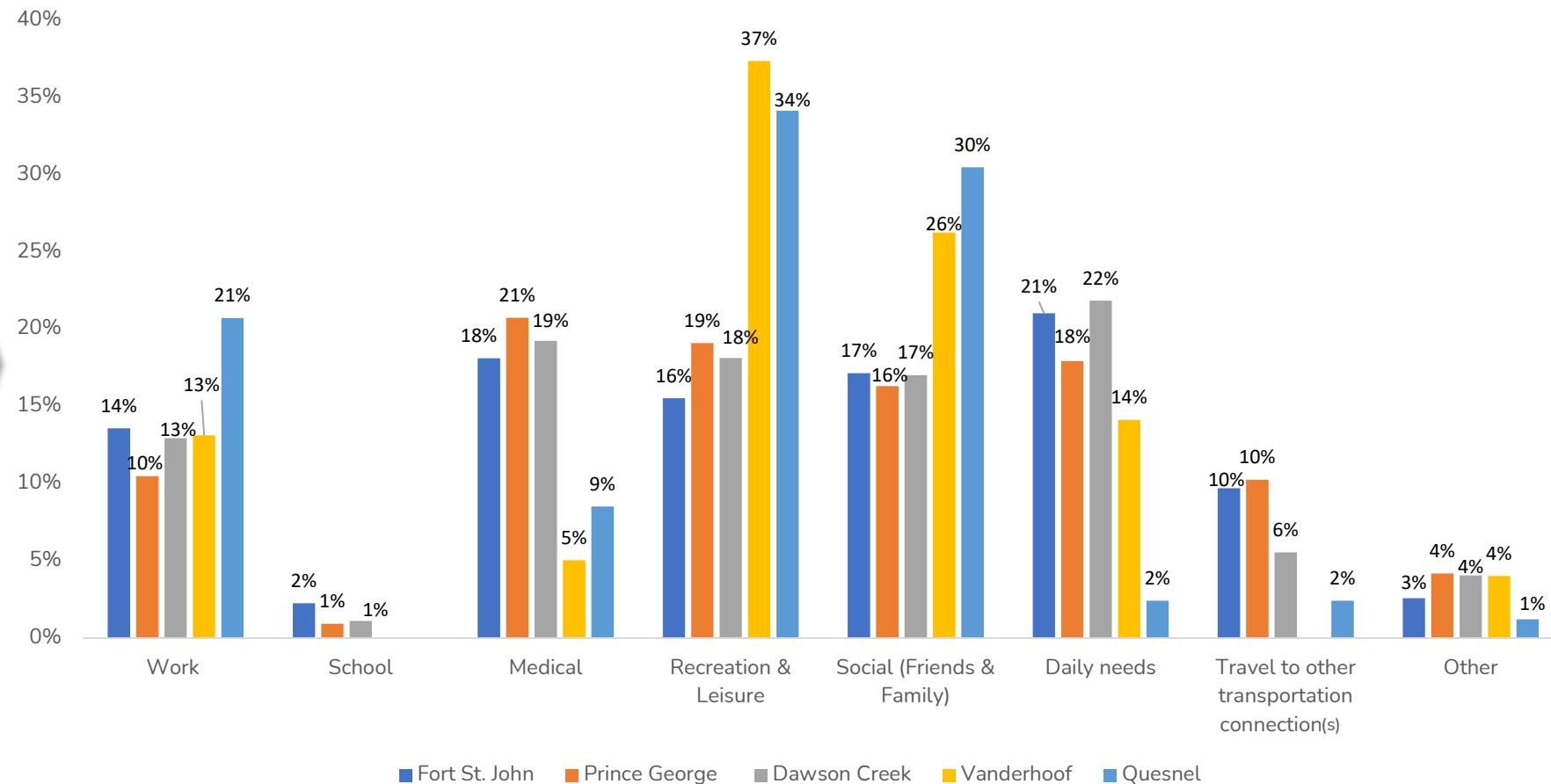
04 Engagement Results

TOP REGIONAL DESTINATIONS

Key Findings:

- Across the five most frequently travelled communities, travel for work is fairly evenly distributed.
- Fort St. John, Prince George and Dawson Creek were the top three destinations for respondents' medical travel.
- Vanderhoof and Quesnel were the destinations most commonly cited by participants for recreation and leisure and visiting friends and family.

For each of your top communities, what is the main purpose of your trips?



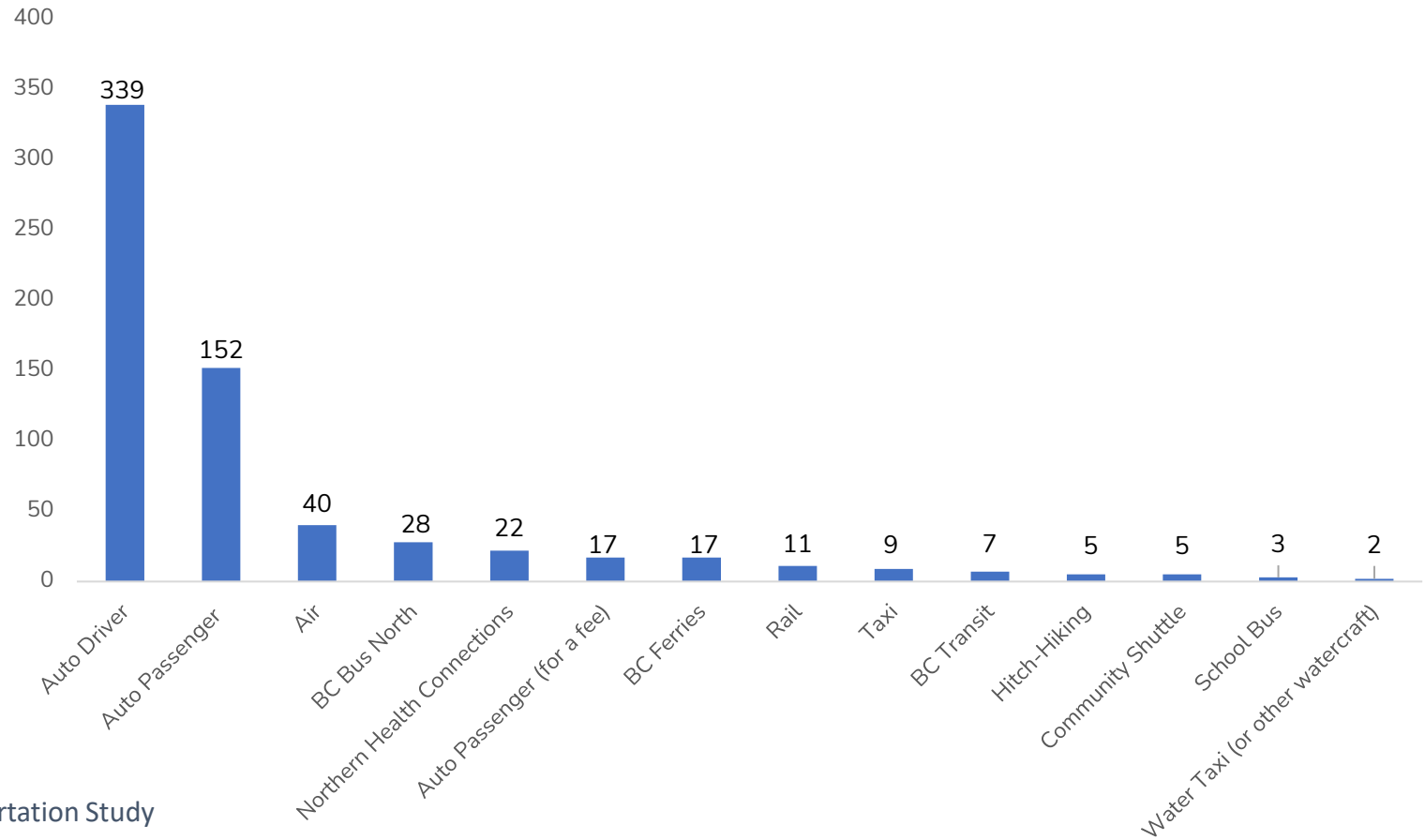
04 Engagement Results

TRANSPORTATION SERVICES AVAILABLE

Key Findings:

- The overwhelming majority of respondents use a personal vehicle for regional travel, either as a driver or passenger.
- After personal auto travel, air is the most frequently used method of travel.
- There are still instances of hitch-hiking in Northern B.C., which is important to note due to safety implications.

Which of the following type(s) of transportation do you typically use when travelling within and/or between Northern B.C. communities? (select all that apply)



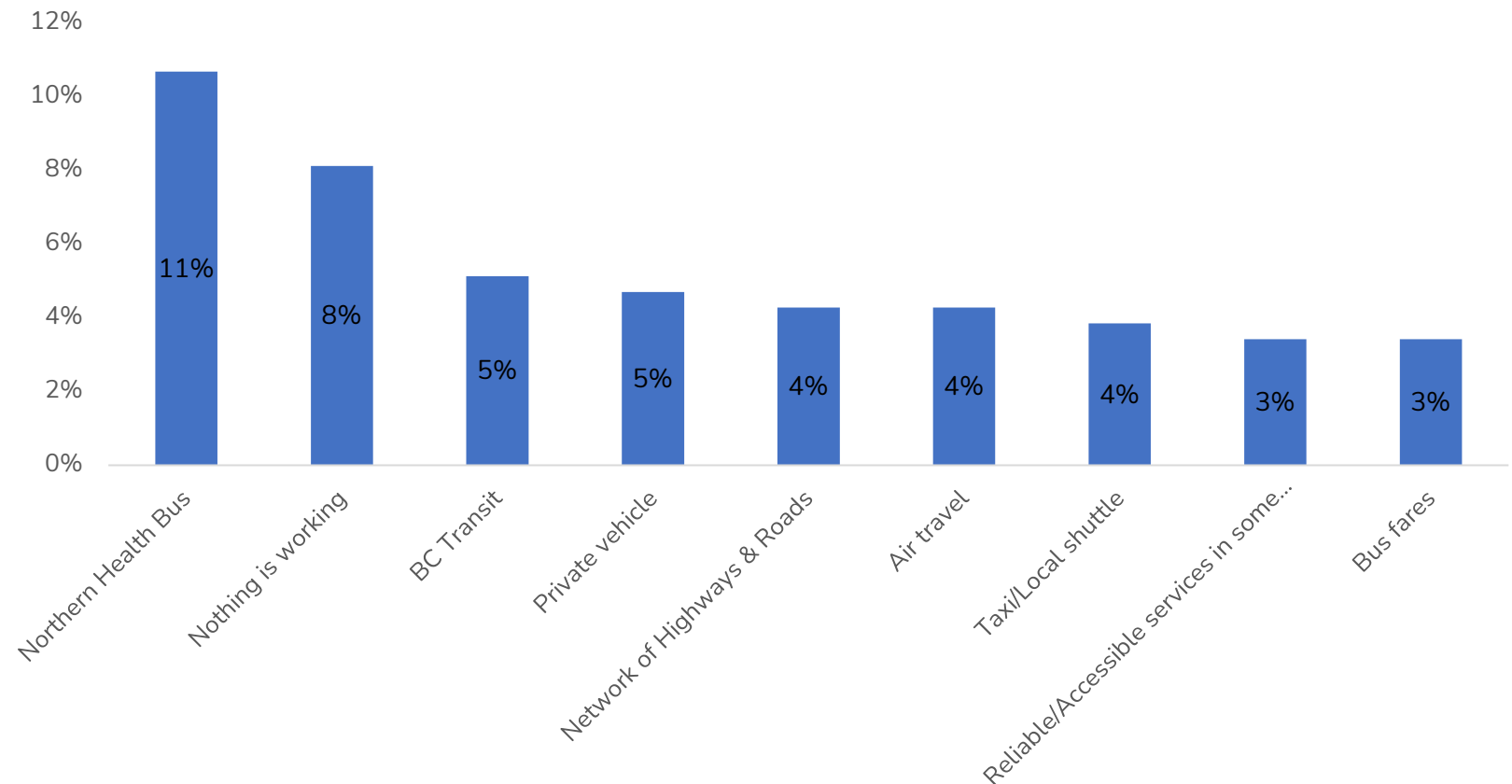
04 Engagement Results

WHAT IS WORKING WELL

Key Findings:

- Overall low number of responses when asked what is working well.
- Northern Health Bus is indicated as the best-performing aspect of regional travel in Northern B.C.
 - This is closely followed by 'nothing is working'.
- Conversations at open houses showed a general lack of awareness of existing transportation options.

What's working well? Do you have any comments on aspects of transportation in Northern B.C. that are currently performing well?



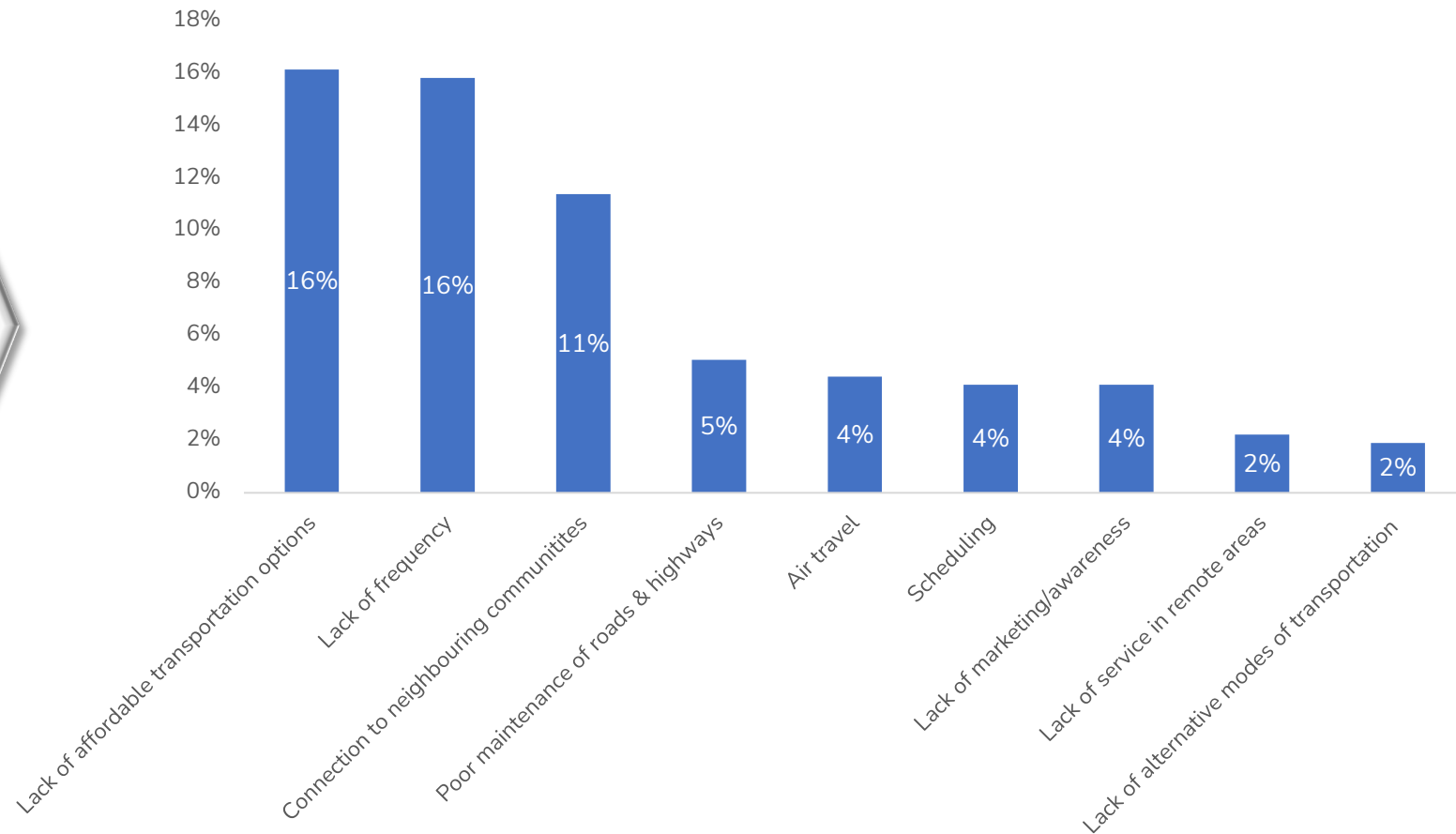
04 Engagement Results

WHAT ARE THE GAPS

Key Findings:

- 'Lack of affordable transportation options' and 'lack of frequency' are cited as the top two gaps associated with travel.
- 'Connection to neighbouring communities' is also indicated as a significant challenge.

What are the gaps? Do you have any comments on aspects of transportation in Northern B.C. that need improving?



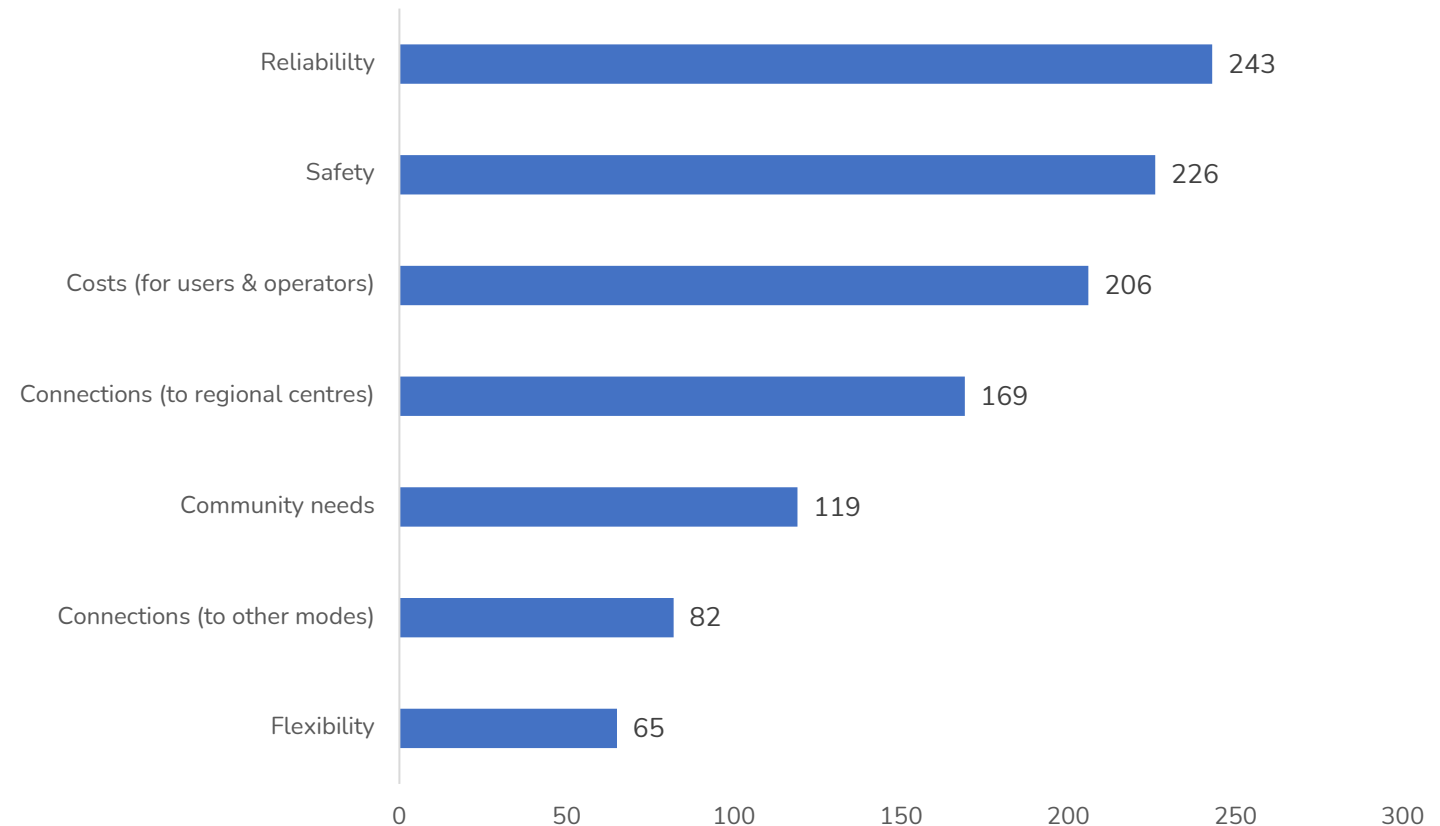
04 Engagement Results

WHAT MATTERS THE MOST

Key Findings:

- Reliability, safety and costs given as most important three aspects of transportation services in Northern B.C.

When considering transportation services in Northern B.C., what matters most to you? Please select your top 3 from the following service elements.



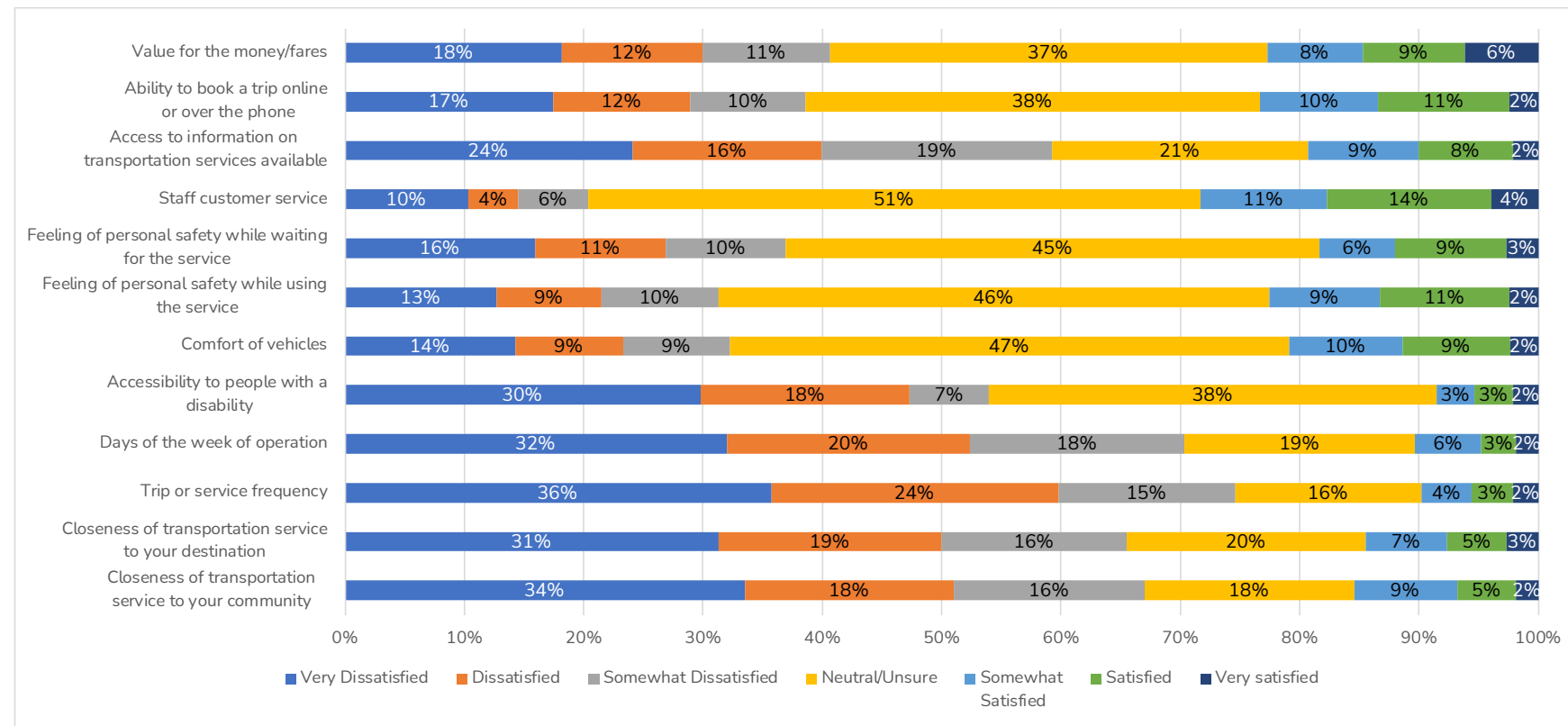
04 Engagement Results

SATISFACTION WITH EXISTING SERVICES

Key Findings:

- Six aspects of service had the highest level of dissatisfaction among survey respondents:
 - Trip or service frequency
 - Days of the week of operation
 - Closeness of transportation services (origin & destination)
 - Accessibility for people with a disability
 - Access to information on services

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 access to transportation in Northern B.C.?



04 Engagement Results

CHALLENGES AND OPPORTUNITIES - QUOTES

“Need more frequency. It is costly for someone to take public transportation (BC Bus) if they are only needing an hour's appointment, they are needing to stay an additional 2 days to catch the bus again”

Survey Respondent

“I would like to see our governments at all levels recognize the need to provide residents of northern communities with an option of safe and reliable public transportation”

Survey Respondent

“The lack of public transportation. We don't even have taxi service in Chetwynd”

Survey Respondent

“There are no regular public transportation options that would allow people to access work, school, or daily needs”

Survey Respondent

“With the loss of Greyhound as well as the loss of our only taxi company in our community there are many gaps. There is very little to no option for people to access other towns if they do not have a vehicle of their own. And while BC Bus is available, there is very little to no advertising or marketing to let people know who they are, what they're stops are, where they go etc. That information is much needed”

Survey Respondent

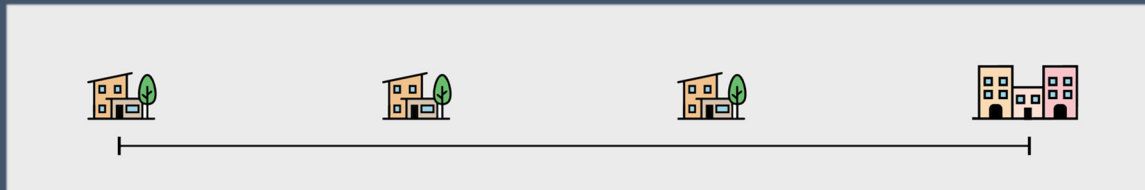


05 Existing Transportation

DEFINITIONS:

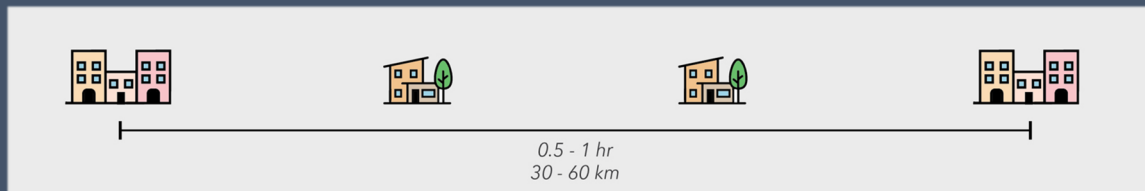
Existing transportation services in the region vary from local (within a community), to regional (between communities) and inter-regional (crossing regional district boundaries).

Local Transportation Services



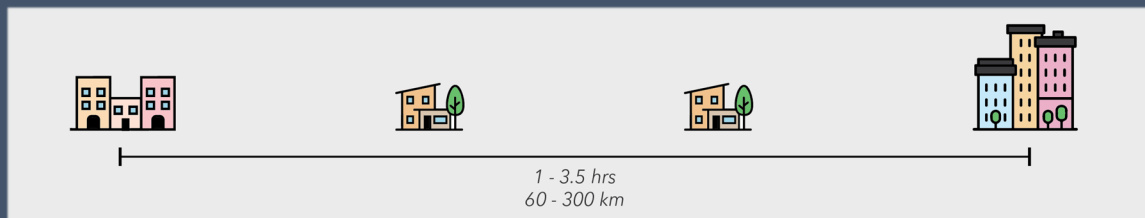
Local Service - Service within a community; service connects to major origins and destinations within the community; trips are short (less than an hour typically) and provided by vans, rideshare, taxis, small buses or combination of all of the above.

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 60km.

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.

05 Existing Transportation

GROUND TRANSPORTATION

Many different entities are currently involved in local, regional and inter-regional service provision, often with overlaps. See also the map on the next page and [Appendix B](#) for further details.

Local Services

- BC Transit
- Northern Development Shuttle Programs
- Other non-profit operated services
- Taxi services

Regional Services

- BC Transit
- Northern Development Shuttle Programs
- Northern Health – Eagle Transit, Haida Gwaii
- Privately operated shuttle services
- Volunteer and non-profit operated services

Inter-Regional Services

- BC Transit
- BC Bus North (Northern Development)
- Northern Health Connections
- Interior Health (Williams Lake, Ashcroft to Kamloops)
- First Nations Health Authority
- Via Rail

INTER-COMMUNITY TRANSPORTATION - KEY



BC Transit

BC Transit services operate in partnership with local governments and a contracted service provider. They range from local transit services within communities (such as Prince George, Dawson Creek and Quesnel) to regional services (Kitimat to Terrace) and inter-regional (Burns Lake to Prince George).



NORTHERN DEVELOPMENT

Northern Development provides funding for 18 separate passenger transportation services throughout its service area. These include:

- **BC Bus North** inter-regional service, operated by a contracted private operator, connecting Prince Rupert, Prince George, Fort St. John, Fort Nelson, Valemount and Kamloops.



- **17 community shuttle programs** with a range of Indigenous community, local government, non-profit and private funding and operating partners, and providing a mix of local, regional and inter-regional transportation services.



NORTHERN HEALTH CONNECTIONS

Northern Health provides Northern Health Connections service to patients, people with a disability and people aged 60 and up. Service is operated through contract with a private operator and connects many of the same destinations as BC Bus North and BC Transit regional and interregional destinations, plus Quesnel and Vancouver.

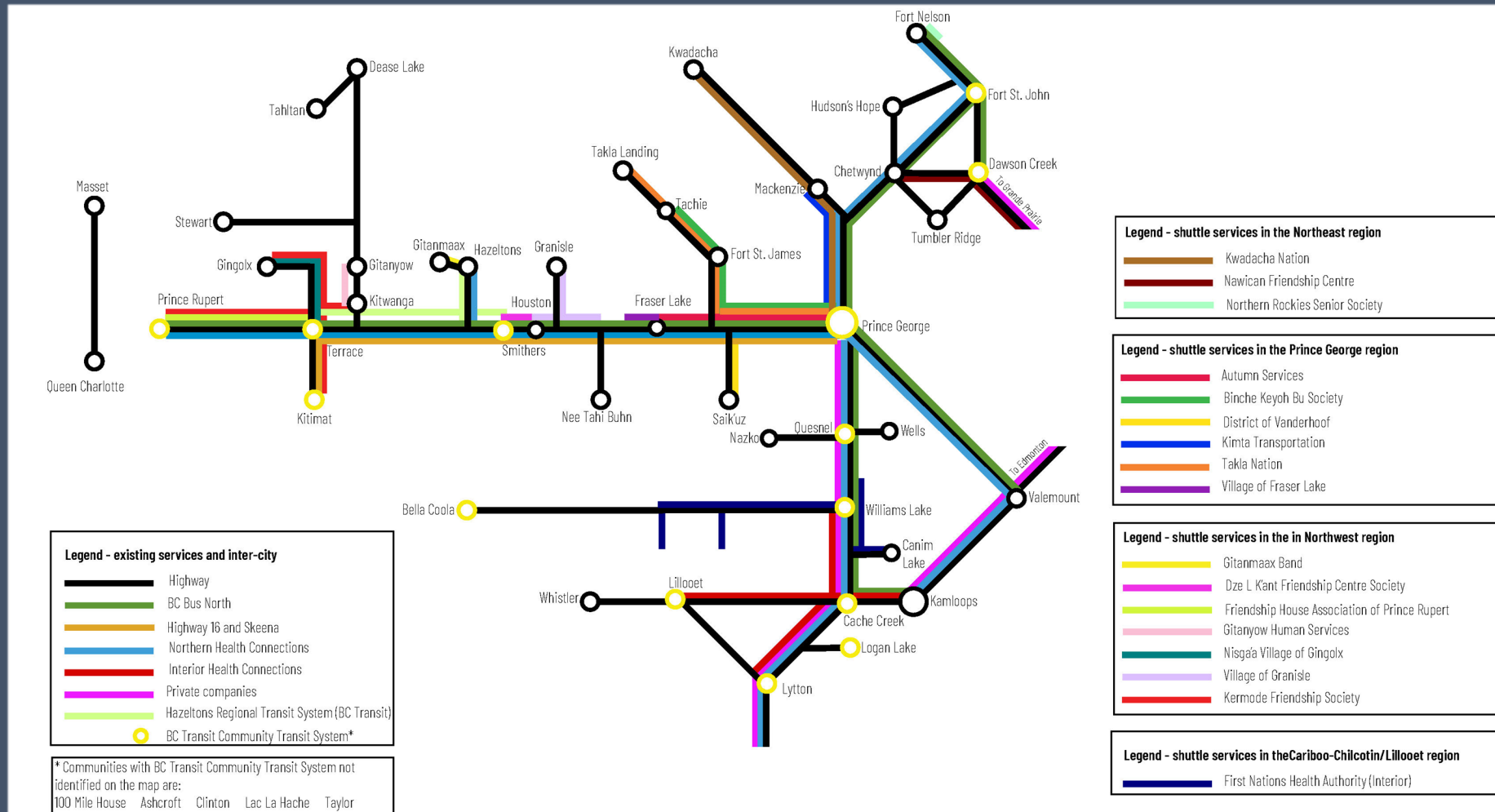


Interior Health

Interior Health provides Health Connections services (open to anyone) between communities in the Cariboo-Chilcotin-Lillooet area and Kamloops, operated in partnership with BC Transit.

05 Existing Transportation

MAP OF NORTHERN DEVELOPMENT-FUNDED SHUTTLE SERVICES AND OTHER INTER-REGIONAL SERVICES



05 Existing Transportation

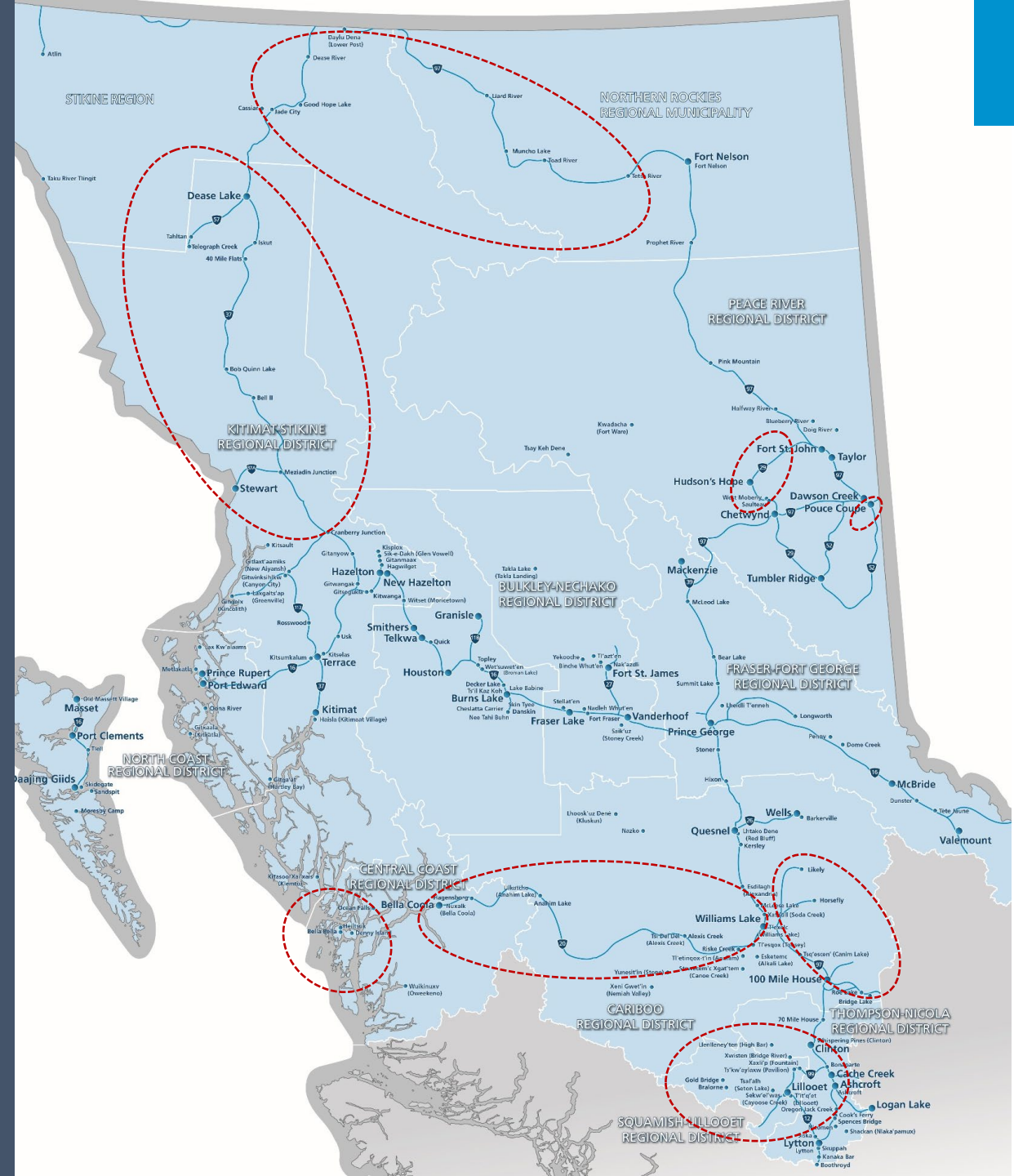
GROUND TRANSPORTATION GAPS

The various investments in ground transportation services in Northern B.C. — particularly since 2016 when the provincial government implemented the Highway 16 Transportation Action Plan — mean that a much larger extent of the region is served by regional and inter-regional services.

However, there are still many areas with gaps remaining, these include:

- Stewart and communities on northern Highway 37 to Terrace
- Multiple Indigenous communities in the Lillooet, Cache Creek and 100 Mile House areas to their nearest centres
- Bella Coola to Williams Lake
- Bella Bella and other areas of the central coast
- Hudson's Hope to Fort St. John and/or connections to Prince George
- North of Fort Nelson
- Other connections from rural and outlying areas to existing services operating on major highways.

In addition to geographic gaps, there may also be service level gaps. For instance, Northern Health Connections operates between major centres on Haida Gwaii, but eligibility requirements mean that this service is restricted to only certain community members and types of travel. Likewise, travel in other areas may be extremely limited, such as once per week.



05 Existing Transportation

AIR TRAVEL

A mix of airport sizes are available in Northern B.C. communities, ranging from the Prince George International Airport (the region's largest) to regional airports in smaller cities.

In Indigenous communities, towns and rural areas, there are many smaller land-based airstrips, as well as water-based airstrips on ocean harbours, larger rivers and lakes.

In some cases, air travel may be the only viable option at certain times of the year or may also be the most feasible option given long travel distances on often unpaved forest service roads.

Land-based connection to airports and airstrips (both land and water) is often not present. For instance, Northwest Regional Airport (serving Kitimat and Terrace) is the only airport in the region with limited BC Transit service. Other airports with regular shuttle services include Prince George and Prince Rupert airports.

Taxi connections to/from other airports is extremely limited, especially after the COVID-19 pandemic when many operators ceased operation.

See [Appendix B](#) for the full list.



06 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 Northern B.C.

These can be broadly summarized under the key themes of:

- Service levels and regional connectivity
- Access to medical services
- Tourism
- Economic development
- Governance and communication

Opportunities and recommended actions to address these challenges are present in [Sections 7 and 8](#).



SERVICE LEVELS & REGIONAL CONNECTIVITY



ACCESS TO MEDICAL SERVICES



TOURISM



ECONOMIC DEVELOPMENT



GOVERNANCE & COMMUNICATION

06 Challenges



SERVICE LEVELS & REGIONAL CONNECTIVITY

Geographic gaps:

- Many different operators are generally managing service at the community level, resulting in an uncoordinated mosaic of services throughout the region. This has produced geographic gaps where communities have not developed a service, or instances of overlapping services.

Level of service:

- Significant differences in terms of travel needs results in many specific, single-purpose operators that have less flexibility to serve users outside of a target group / demographic.
- Frequency is limited for some communities.
- Costs may impact the ability to provide more frequency, especially for smaller shuttle operators who may be impacted by long vehicle procurement times, scarcity of parts and inflation during their contract.



The Friendship House Association of Prince Rupert's new shuttle vehicle.
Photo: Northern Development



Kimta Transportation's vehicle seen outside the leisure pool in Prince George.
Photo: Northern Development

06 Challenges



ACCESS TO MEDICAL SERVICES

General observations:

- The greatest demand for travel is to Prince George, which holds the University Hospital of Northern British Columbia, the largest acute care facility in the region and a hub for specialized health services.
- Other communities also have hospitals and health centres, with travel to Fort St. John, Dawson Creek and Terrace most commonly cited as key health destinations by survey and roundtable participants.

What we heard:

- Not enough service: hard to meet appointments or return home.
- In many instances, frequency is poor and scheduling is disjointed, resulting in challenges meeting appointments or returning home.
- Often, people are forced to stay overnight in hotels while waiting for the next service which has significant financial implications.
- In some instances, people are unable to access medical services at all due to a lack of transportation options in their community, therefore they remain untreated for significant periods of time.



The Kimta Transportation driver assists a passenger off the bus in Mackenzie.
Photo: Northern Development

06 Challenges



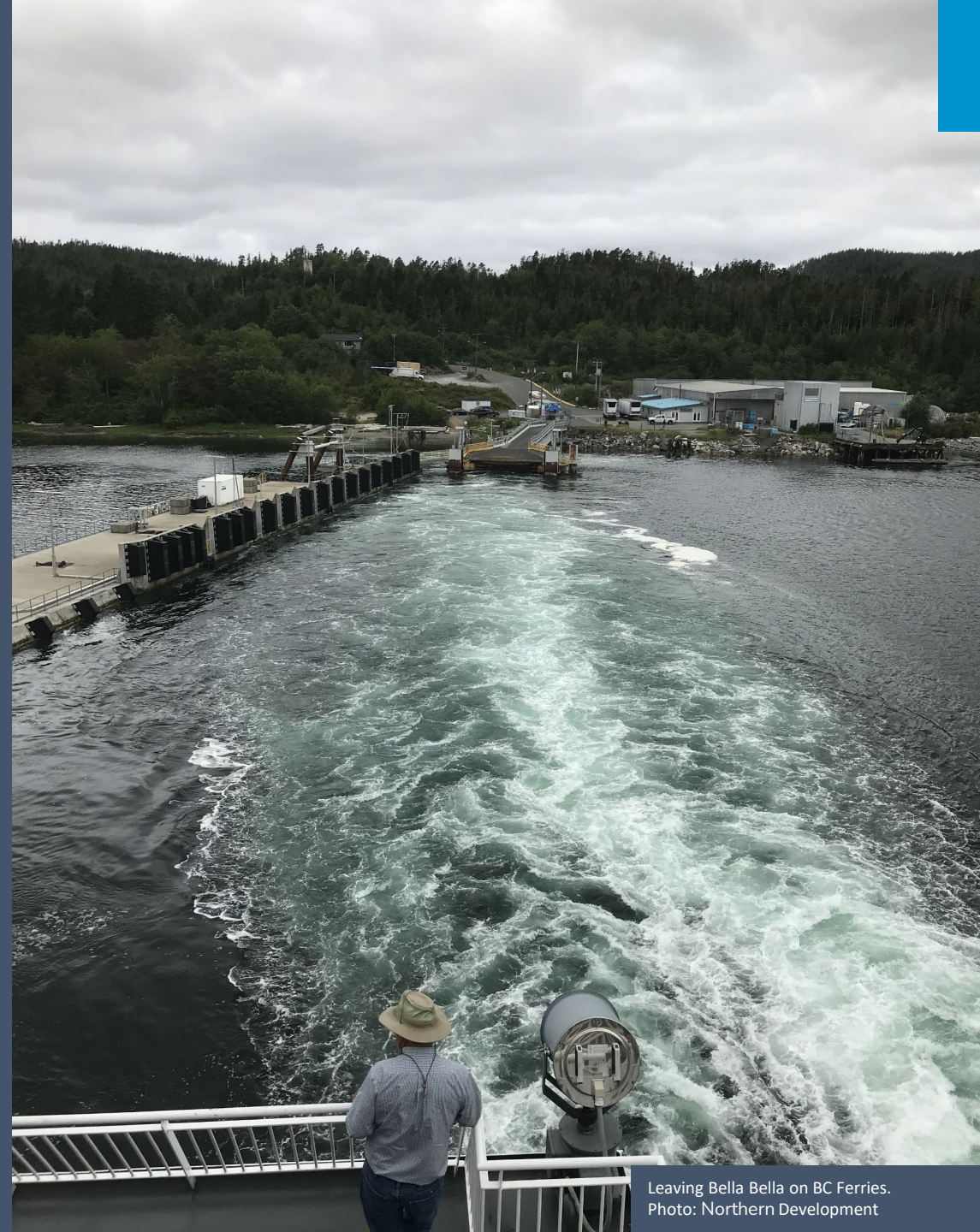
TOURISM

General observations:

- Lack of ground transportation services connecting smaller communities to airports, ferries and activity centres.
- Indigenous tourism opportunities can also be further impacted by lack of transportation from larger nearby centres.

What we heard:

- Lack of airport connections impacts the ability for communities to host events that would serve as economic drivers.
- Some communities that contain attractants for tourism do not have viable transportation options for prospective visitors, resulting in missed opportunities.
- Many air connections were cut during the COVID-19 pandemic and have not been restored.



06 Challenges



ECONOMIC DEVELOPMENT

General observations:

- Services are infrequent and operate on schedules that are not appropriate for commuting to employment.
- In many smaller communities, even regional services for communities within 30-45 minutes of each other focus on non-commuting needs.

What we heard:

- Lack of service impedes economic development and access to jobs, schools and local/regional economies.
- Many ground-transportation services collapsed during the COVID-19 pandemic and these transportation-related jobs are yet to be revived despite increasing demand, often related to lack of licensed drivers.
- Prospective workers in other industries from within the region are unable to travel to employment opportunities.



06 Challenges



GOVERNANCE & COMMUNICATION

General observations:

- Many service providers operate similar but different services in the region, such as BC Transit, BC Bus North and Northern Health Connections.
- There is opportunity to further improve coordination of schedules and consistency of policies between operators.
- It is logistically challenging to transition from one service to another when travelling longer distances across the region (multiple bookings, transfer timings).

What we heard:

- When using multiple services for a single trip, a delay or cancellation from one provider can have huge implications.
- Many would-be passengers are unaware of existing services, indicating a need for better promotion and communication.
- Many would-be operators miss funding opportunities due to a lack of information about programs and supports.



07 Opportunities

EXISTING SERVICE FRAMEWORK

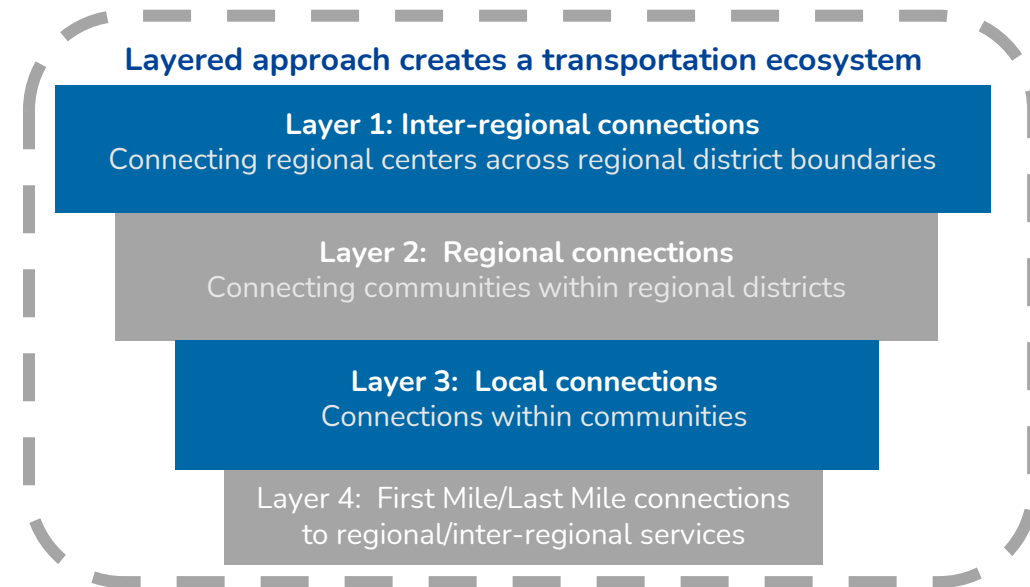
Ideally inter-community transportation is best understood and planned for as a layered service framework or transportation ecosystem.

Northern 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.

One substantial opportunity for the region is to build onto this framework and better convey these layers of services to the public. This includes considering opportunities to improve how services are communicated and promoted together. This could also include considering governance or process changes to better enable coordination and planning of services across the various organizations involved.

TRANSPORTATION SERVICE FRAMEWORK: IDEALLY A LAYERED APPROACH



07 Opportunities

EXISTING INTER-CITY TRANSPORTATION PROGRAM

The Ministry of Transportation and Infrastructure provided funding to Northern Development to establish the Northern Passenger Transportation Services Fund. In addition to BC Bus North, there are currently 17 shuttle services funded through this program. It forms an excellent example and foundation for how rural and intercommunity services can be efficiently operated, particularly in communities that may be too small for BC Transit's model.

Some of the primary ways that this program could be further improved if funding is extended into the future include:

- Providing more certainty about whether the program will continue and longer timeframes as it can take as long as 18 months to procure a vehicle.
- Having an annual or bi-annual process to update cost-assumptions and budgets to address items that may be impacted by inflation.
- Provide longer lead times for applications, as well as further supports (in-take workshop, examples, etc.) for new applicants.
- Considering joint procurement opportunities to reduce overall costs.



Passengers wait to board the community shuttle in Prince Rupert.
Photo: Northern Development

07 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.

07 Opportunities

FUNDING – EXISTING AVAILABLE PROGRAMS (Cont'd)

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.

08 Recommendations



RECOMMENDATION FRAMEWORK

To address the challenges and opportunities identified while ensuring that there are options for the most vulnerable and remote communities, there are several actions that could be considered.

These actions include:

- Improving communication and coordination
- Acquiring funding
- Amending policy and regulatory frameworks
- Undertaking a technical study

The following pages provide a set of recommendations for the consideration of the provincial government and potential partners. Within each category, the recommendations are loosely organized by priority.



Communication & Coordination

Ways to better coordinate, communicate and promote 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 processes and regulatory frameworks to more easily facilitate transportation improvements.



Technical Study

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

Actions

08 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:

Communication & 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.**
- **1C:** Consider **further tangible and grassroots opportunities** to communicate about and promote the services.

Policy and Regulatory Frameworks



- **3A:** Consider **amendments to Passenger Transportation Board regulatory requirements** to improve flexibility for intercity services.
- **3B:** **Amend the BC Transit Act to enable Indigenous communities** to be sponsoring partners, modernize the suite of transportation options it delivers.
- **3C:** Review the existing BC Rail agreement with CN to determine if there is any **opportunity to prioritize passenger rail** without materially impacting the movement of freight and goods.

Funding



- **2A:** Confirm, continue and further improve the **Northern Passenger Transportation Services Fund** for community shuttle programs.
- **2B:** Confirm and continue **BC Bus North**, including leveraging long-distance operators and other services where possible to provide more trips and better coordinate services.
- **2C:** Continue to **expand funding for BC Transit-led** regional and inter-regional services.
- **2D:** Consider **opportunities for shared procurement** across transportation providers.

Technical Studies



- **4A:** Undertake a **comparative study of Northern Health Connections and Interior Health Connections** passenger eligibility policies and outcomes.
- **4B:** Undertake a study to **determine options for how to make airport taxi service viable** to support residents and visitors.

08 Recommendations

COMMUNICATION & 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 transportation services in Northern B.C., but they are uncoordinated, and it is hard 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. Ideally this platform should not only encompass ground transportation but ferries and regular water taxi schedules as well. Such a platform could also facilitate emergency updates if routes are changed or cancelled.	Primary (provincial government); Secondary (Northern Development, BC Transit, Northern Health, private operators and other transportation service providers)
Action 1B: Seek an opportunity for critical partners to collaborate and determine the inter-regional and regional priority corridors.	There are many existing overlapping organizations and roles for inter-community transportation in B.C. Direction from the Province would be helpful to streamline jurisdiction and/or processes. Such a framework would also clarify how local governments and Indigenous communities can participate and provide insight into sub-regional nuances. At the very least, a shared mandate for organizations to collaborate could more holistically deploy service, confirm priorities for improvement on existing corridors and confirm and address the major gaps in service in the region.	Primary (provincial government); Secondary (BC Transit, Northern Health, Northern Development and the Government of Canada)

08 Recommendations

COMMUNICATION & COORDINATION

Action	Description + Rationale	Potential Partners
Action 1C: Consider further tangible and grassroots opportunities to communicate about and promote the services.	<p>Two major findings from this project's open houses are [a] that many residents are unaware of the available existing transportation services and [b] that they access most of their information by non-electronic means. Opportunities to improve communication and promotion around the service include:</p> <ul style="list-style-type: none">• Grassroots approaches like radio, newspapers, bulletin boards, community newsletters and posters at key pick up/drop off points.• Continued improvements to passenger stop infrastructure that includes signage on available transportation services.• Ways to inform key partner agencies about the services so that in turn they can share with their clients, such as libraries, community service agencies, visitor information centres, etc.• Adopting a consistent terminology and mapping style that brings together all the services in the region and at a glance shows their service type and frequency would also enable existing services to be more easily communicated to potential customers.	<p>Primary (provincial government); Secondary (Northern Development, BC Transit, Northern Health, private operators and other transportation service providers)</p>

08 Recommendations

FUNDING

Action	Description + Rationale	Potential Partners
Action 2A: Confirm, continue and further improve the Northern Passenger Transportation Services Fund for community shuttle programs.	<p>The 17 existing shuttle services, supported by the funding program, already play a critical role in connecting communities where BC Transit services would not be viable. This funding program should be continued and should ideally be adjusted to include:</p> <ul style="list-style-type: none"> • A longer project funding timeframe. • Mid-term contact points to update budgets. • Longer lead times and more support for applications. • Improved monitoring processes to make it easier for operators to report on ridership and performance. 	Primary (provincial government); Secondary (Northern Development, transportation service providers)
Action 2B: Confirm and continue BC Bus North, including leveraging long-distance operators and other services where possible to provide more trips and better coordinate services.	<p>BC Bus North services play a key role in enhancing how communities connect for a variety of trip purposes. These services should continue, with consideration around how other services and operators in the corridors could also be leveraged or incentivized to further increase frequency and coverage on the network.</p>	Primary (provincial government); Secondary (Northern Development, BC Transit, Northern Health, other transportation service providers)

08 Recommendations

FUNDING

Action	Description + Rationale	Potential Partners
Action 2C: 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 Northern B.C. 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.	Primary (provincial government, BC Transit)
Action 2D: Consider opportunities for shared procurement across transportation providers.	BC Transit already attains economy of scale and cost efficiencies by pooling procurement of vehicles, parts and fuel at a province-wide level. If the BC Bus North, shuttle programs and Northern Health Connections services are confirmed to continue over a longer time-horizon, opportunities to apply similar economies of scale to those operations should be considered in order to better reduce or contain costs. Moving forward on this would likely first require direction from the provincial government.	Primary (provincial government, BC Transit); Secondary (Northern Development, Northern Health, other transportation service providers)

08 Recommendations

POLICY & REGULATORY AMENDMENTS

Action	Description + Rationale	Potential Partners
Action 3A: Consider amendments to Passenger Transportation Board regulatory requirements to improve flexibility for intercity services.	This change would potentially look at removing the requirement for special authorization for intercity services and instead place them under the general authorization process instead. Doing so would improve the ability for operators to add additional services and adapt routes and schedules to better meet passenger needs. Alternatively, the Province may want to extend an exemption for certain types of services that align with public transportation goals, as was originally done with transportation services implemented through Highway 16 Inter-Community Transportation Action Plan.	Primary (provincial government; Passenger Transportation Board)
Action 3B: 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)

08 Recommendations

POLICY & REGULATORY AMENDMENTS

Action	Description + Rationale	Potential Partners
Action 3C: Review the existing BC Rail agreement with CN to determine if there is any opportunity to prioritize passenger rail without materially impacting the movement of freight and goods.	VIA Rail currently operates passenger rail services on BC Rail track that is leased to CN. A challenge with these passenger services is timeliness and reliability since freight services are prioritized. There may be opportunity to review the lease agreement to see if there is an ability to improve the reliability and therefore usefulness of rail as an option for moving people and connecting communities in the north.	Primary (provincial government)

08 Recommendations

TECHNICAL STUDY

Action	Description + Rationale	Potential Partners
Action 4A: Undertake a comparative study of Northern Health Connections' and Interior Health Connections' passenger eligibility policies and outcomes.	Currently, Northern Health Connections services restrict passenger eligibility to passengers travelling for medical purposes or who are over the age of 60 or have a disability. There are no such limitations of Interior Health Connections, which in turn opens up those trips to more passengers. The implications of the policies should be explored and depending on outcomes, potentially changes should be made to eligibility criteria for Northern Health Connections.	Primary (provincial government); Secondary (post-secondary institutions, BC Transit, Northern Health, Interior Health)
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 many communities in Northern B.C. Limited service, particularly at most of the smaller airports and ferry terminals, 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 providers, tourism organizations)

09 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 how to continue improving mobility and connection in Northern B.C.

This study has identified opportunities to increase the coordination, availability and integration of inter-community transportation services in the north. However, it also highlights Northern B.C. as an existing inter-community transportation success story and one that can serve as a model for other areas of the province. When thinking of next steps, the priority should be on increasing awareness of and access to the many existing transportation options.

Following this, other priorities involve considering processes that can improve how transportation services are coordinated and planned. 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!

Northern Development would like to thank the many individuals and organizations who assisted in this consultation process.

In particular, thank you to those individuals who participated in the Regional Advisory Committee meetings, community open houses, roundtable interviews and survey. Your participation has contributed towards the further development of a more connected and resilient Northern B.C.



NORTHERN BC

INTER-COMMUNITY TRANSPORTATION STUDY APPENDIX A - WHAT WE HEARD REPORT

August 2023

PREPARED FOR



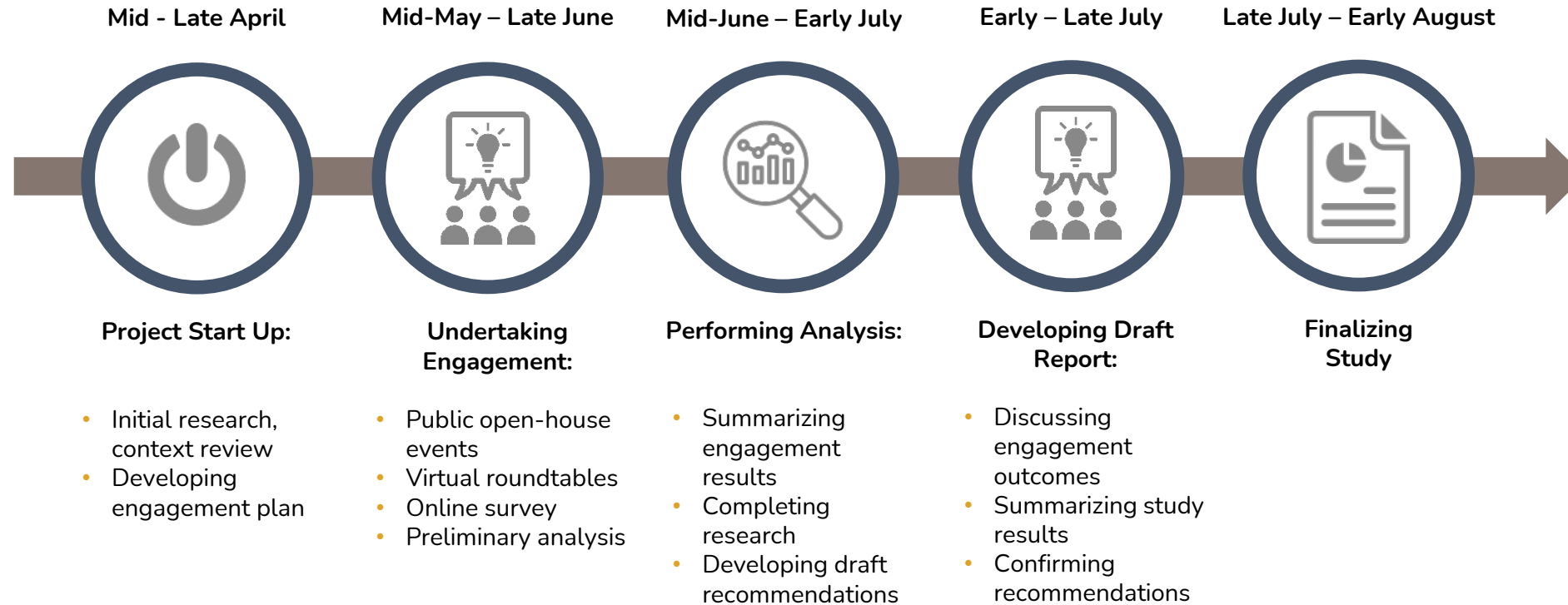
PREPARED BY



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- 02** Engagement Overview
- 03** Online Survey Results
- 04** Virtual Roundtable Results
- 05** Acknowledgements

01 Project Timeline



02 Engagement Overview

ENGAGEMENT PURPOSE

The Northern BC Inter-Community 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 Northern B.C.
- 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 Overview

ENGAGEMENT APPROACH

The Northern BC Inter-Community Transportation Study was supported by a robust engagement process incorporating various opportunities for Indigenous communities, local governments, interested parties and residents to be actively involved in shaping the outcome of the review and its recommendations. The engagement approach included:

- A dedicated **project landing page** hosted on the Northern Development website, used by engagement participants to access project information, stay up to date on developments, access the online survey and contact the project team.
- Six public **Open House events** in the following communities:
 - Dawson Creek
 - Williams Lake
 - Terrace
 - Fort St. John
 - Fort Nelson
 - Valemount
- **Virtual roundtable group and one-on-one sessions** with key stakeholders, including:
 - Indigenous communities
 - Local governments (Regional Advisory Committees)
 - Operators
 - Tourism sector
 - Other organizations
- An **online survey** open to the public from May 25 to June 26, 2023.



389
Survey
Respondents



71
Round Table
Participants



422
Total
Comments



Open House at the Williams Lake Farmers' Market
Photo: Northern Development

03 Online Survey Results

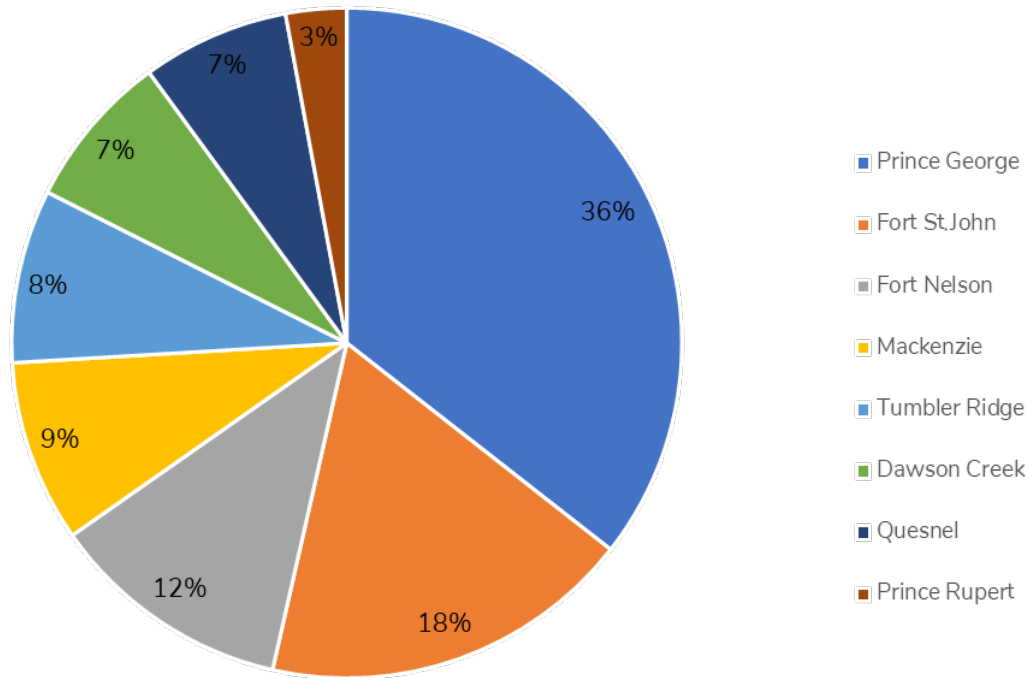
The online survey focused on hearing from residents and organizations throughout Northern B.C. who were unable to attend open houses or virtual sessions. It was available online from May 25 to June 26, 2023. The following sections provide an overview of the survey results as it relates to:

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

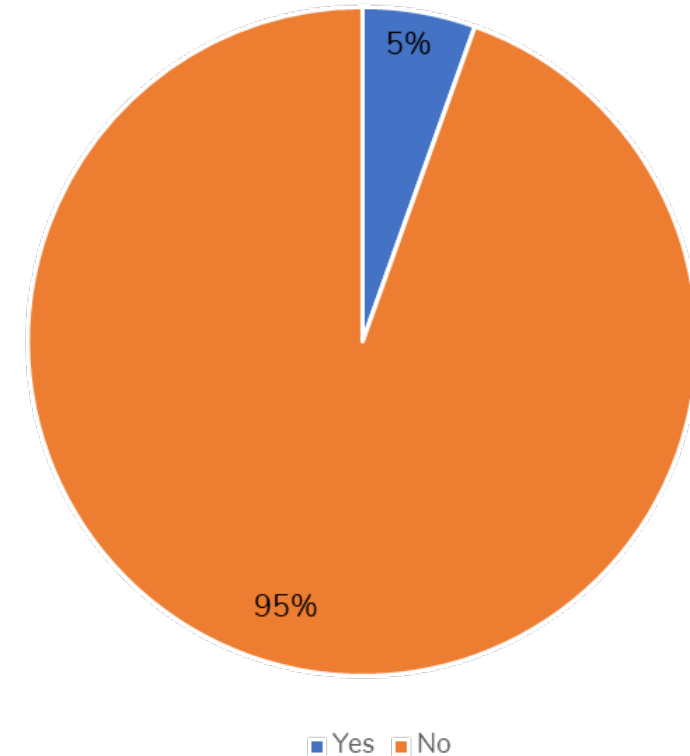


03 Online Survey: Who We Heard From

In what community do you currently live?



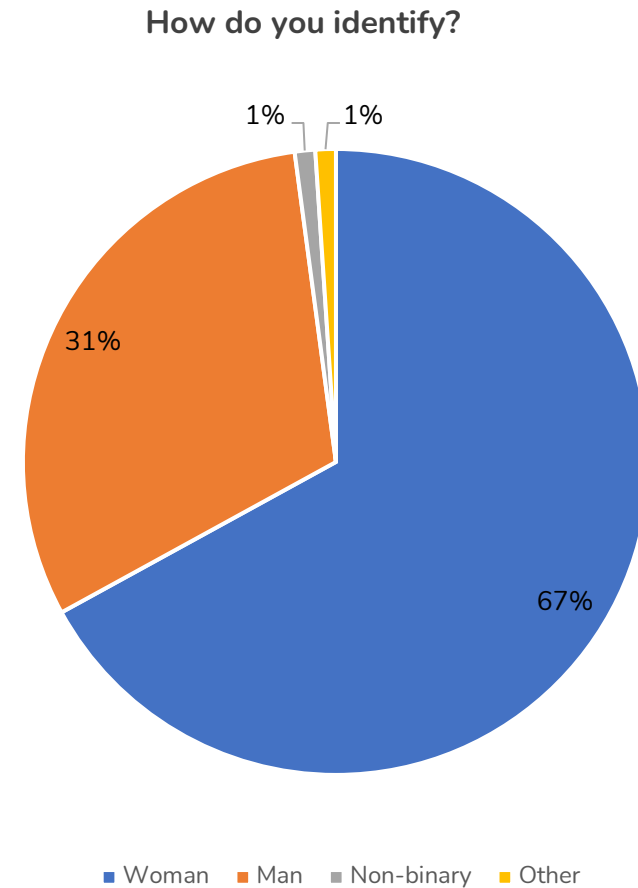
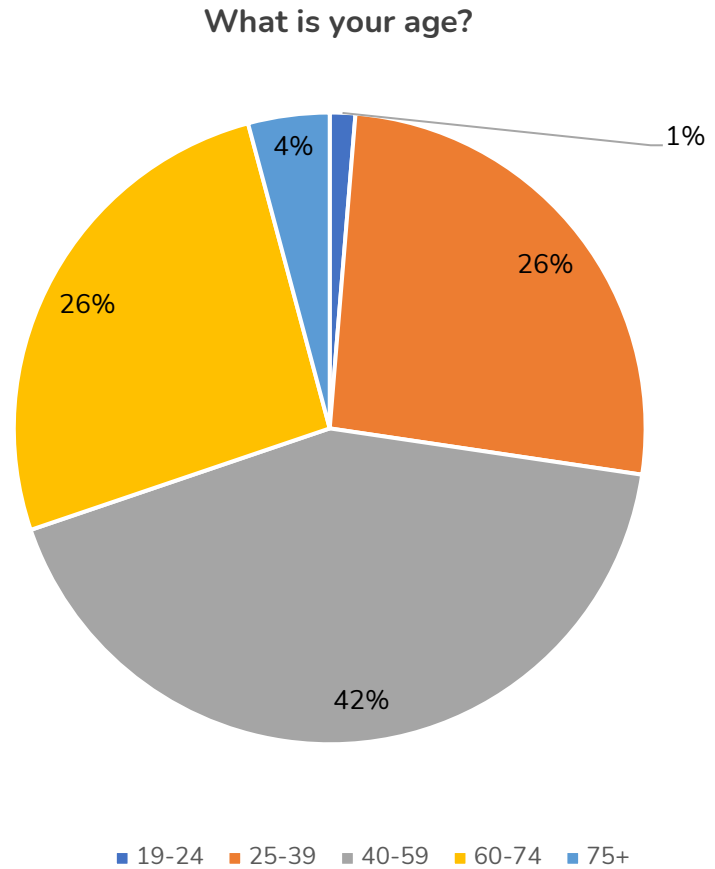
Are you completing this survey as a representative of an organization?



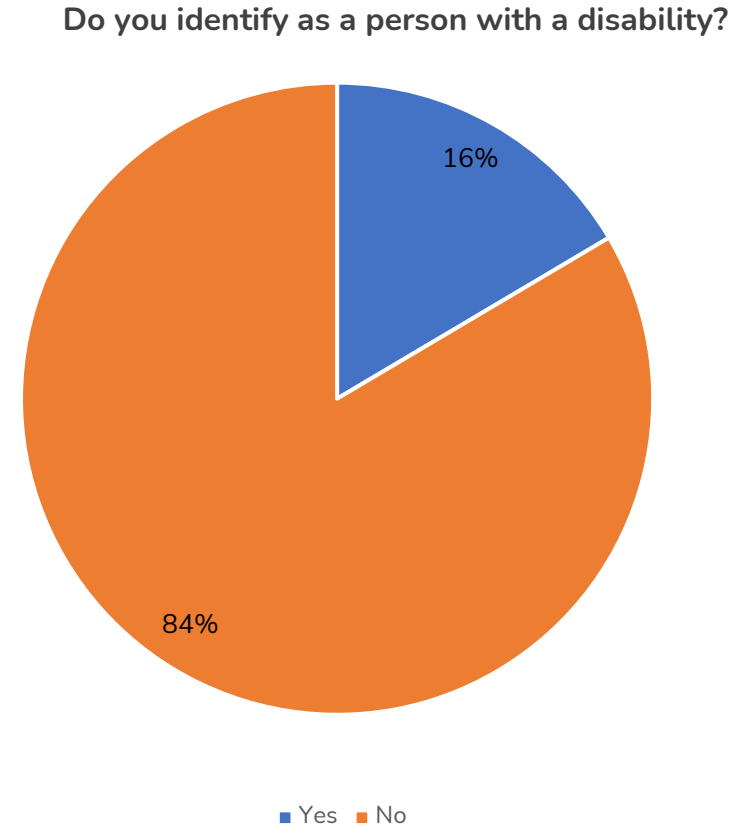
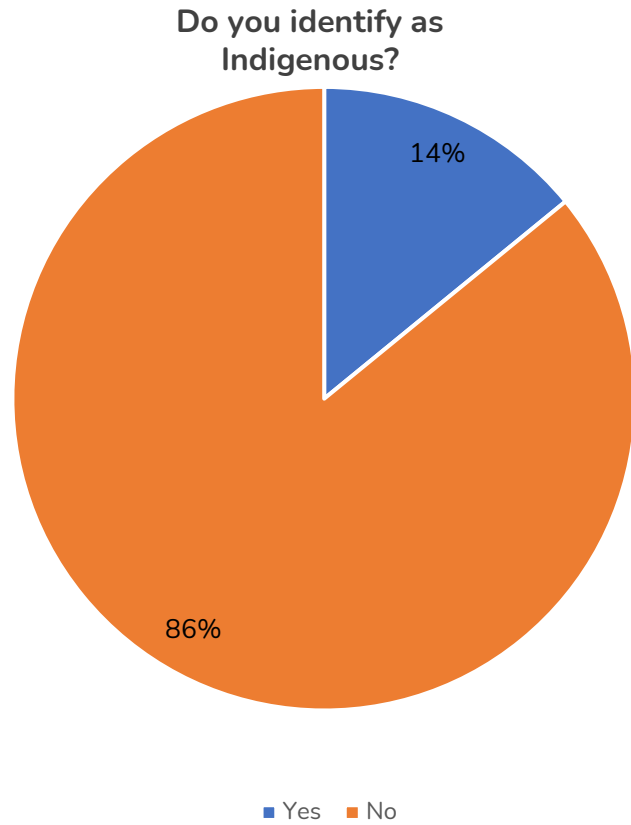
*The graph represents the locations with maximum number of responses (about 50%)

Total respondents for this question (N)= 337

03 Online Survey: Who We Heard From

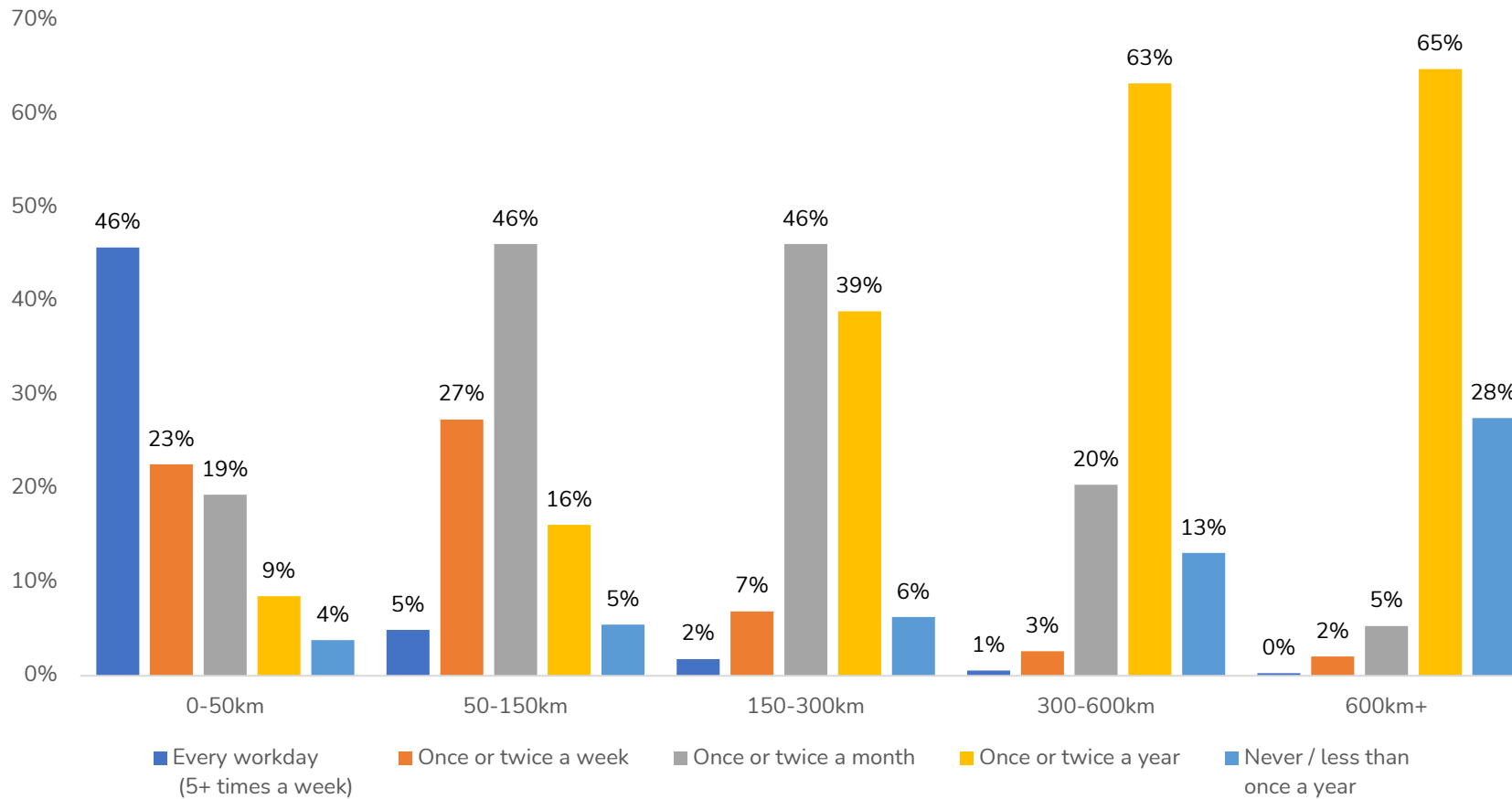


03 Online Survey: Who We Heard From



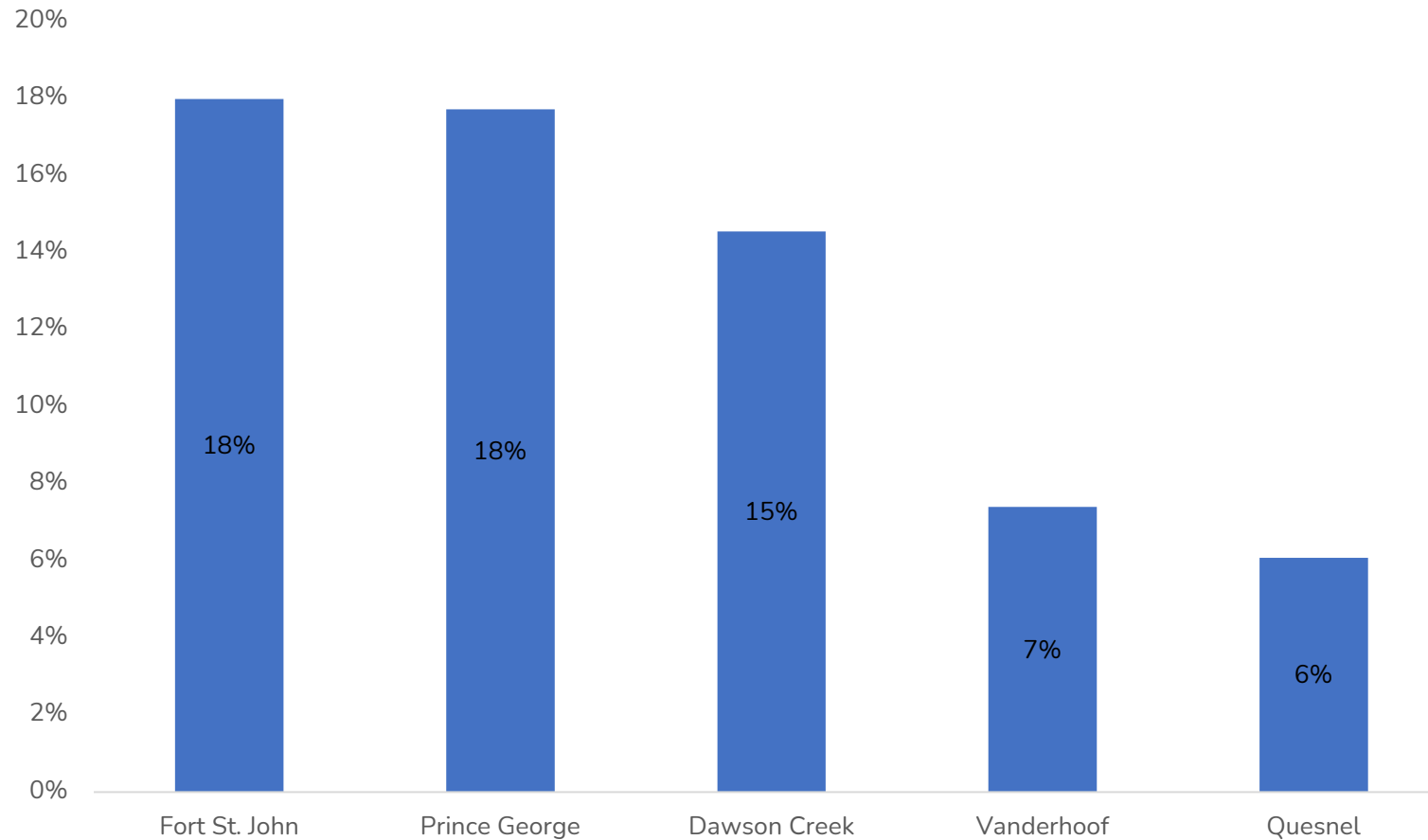
03 Online Survey: Distance Travelled

Please indicate how frequently you typically travel the following distances when moving between Northern B.C. communities.



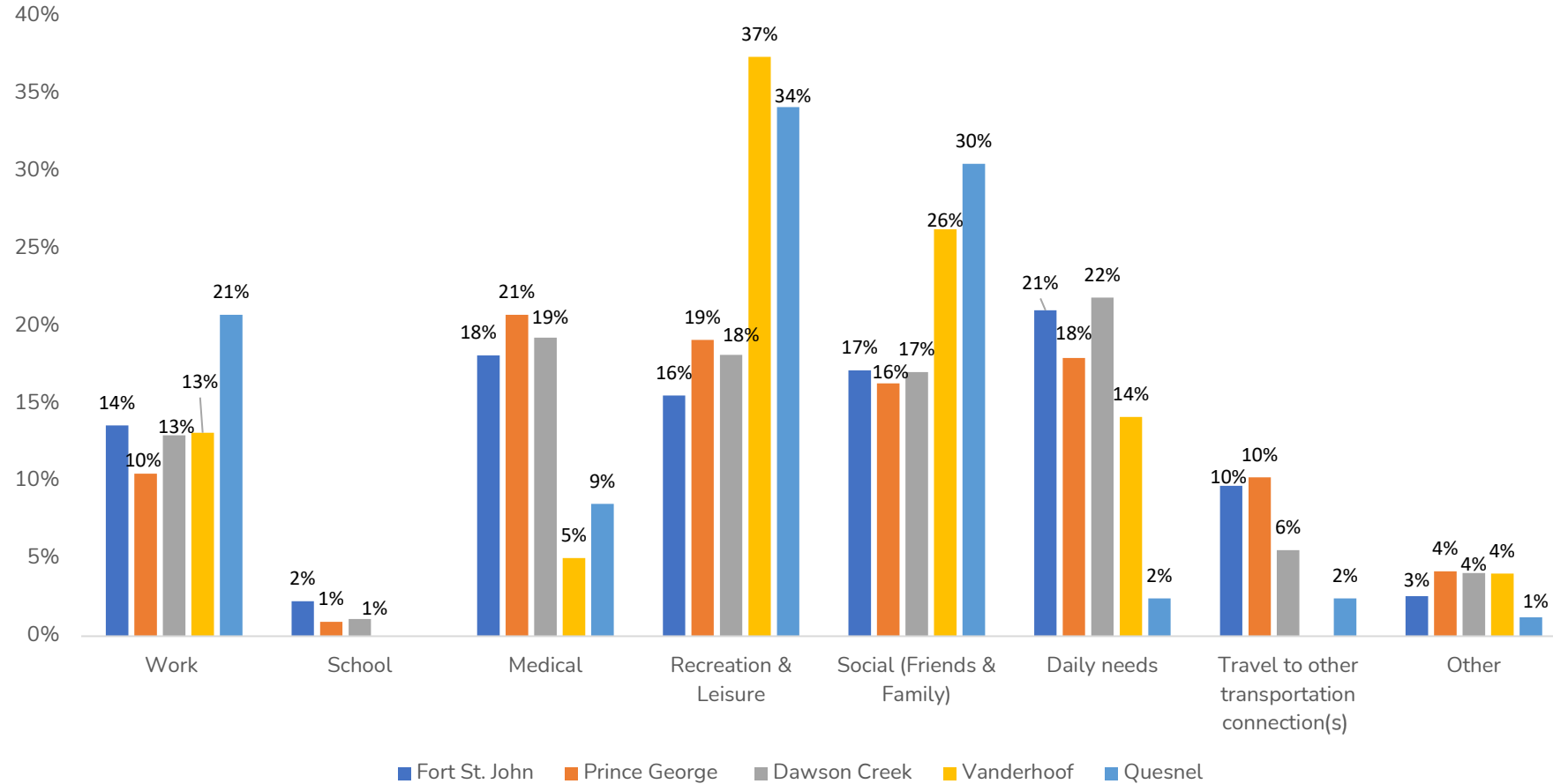
03 Online Survey: Top Destinations

What are the three communities that you most frequently travel to within Northern B.C.?



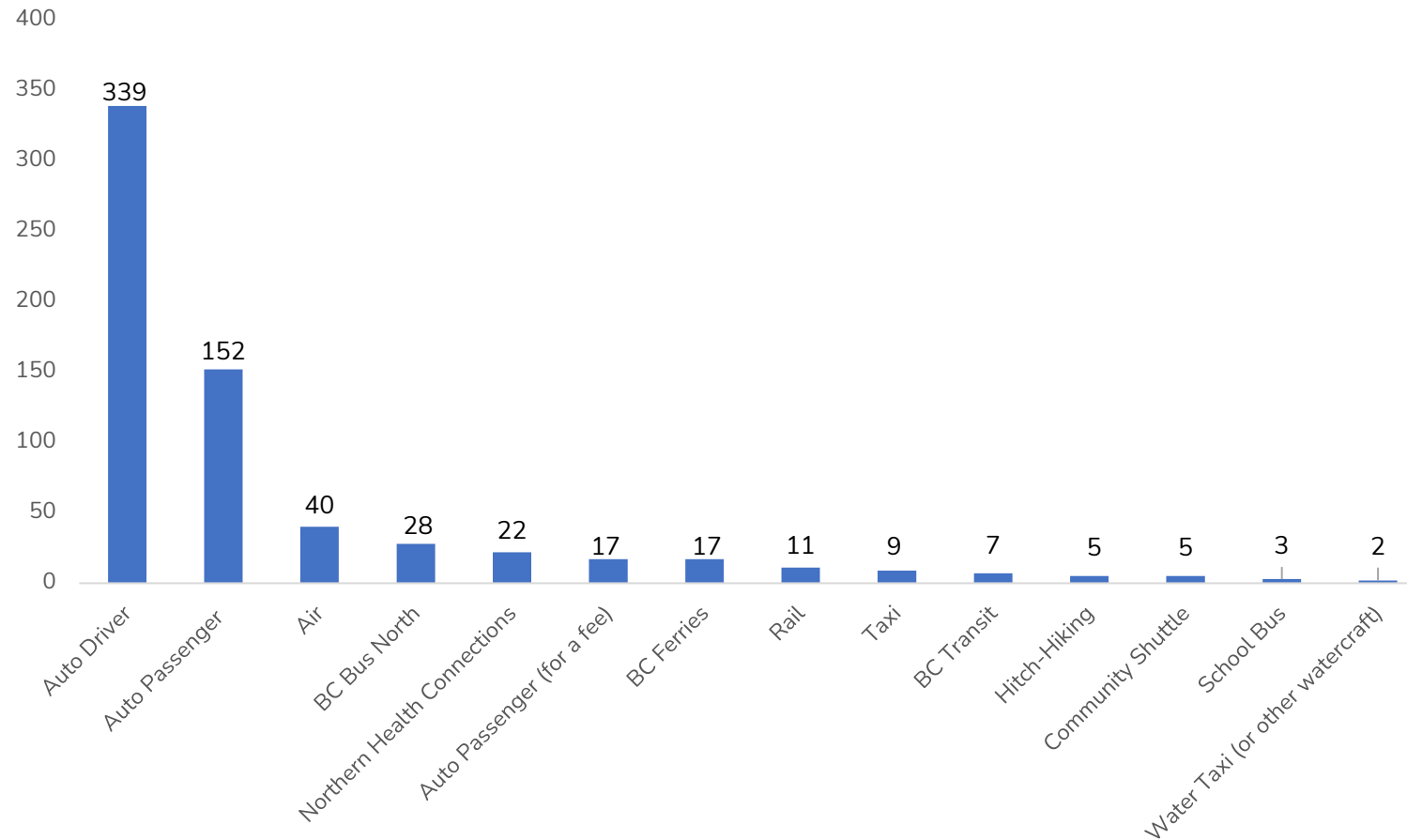
03 Online Survey: Reason for Travel

For each of your top communities from Question 3, what is the main purpose of your trips?



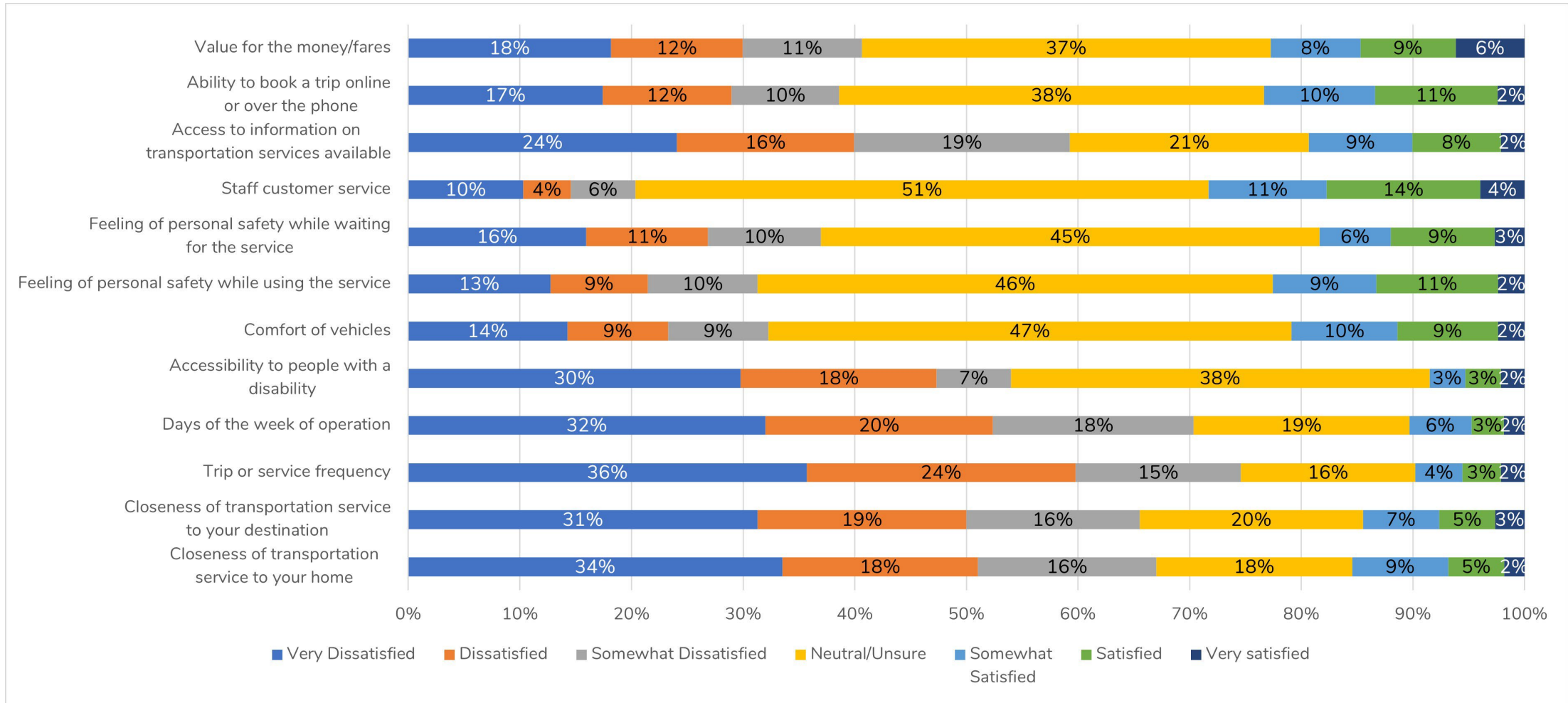
03 Online Survey: Mode of Travel

Which of the following type(s) of transportation do you typically use when travelling within and/or between Northern B.C. communities? (select all that apply)



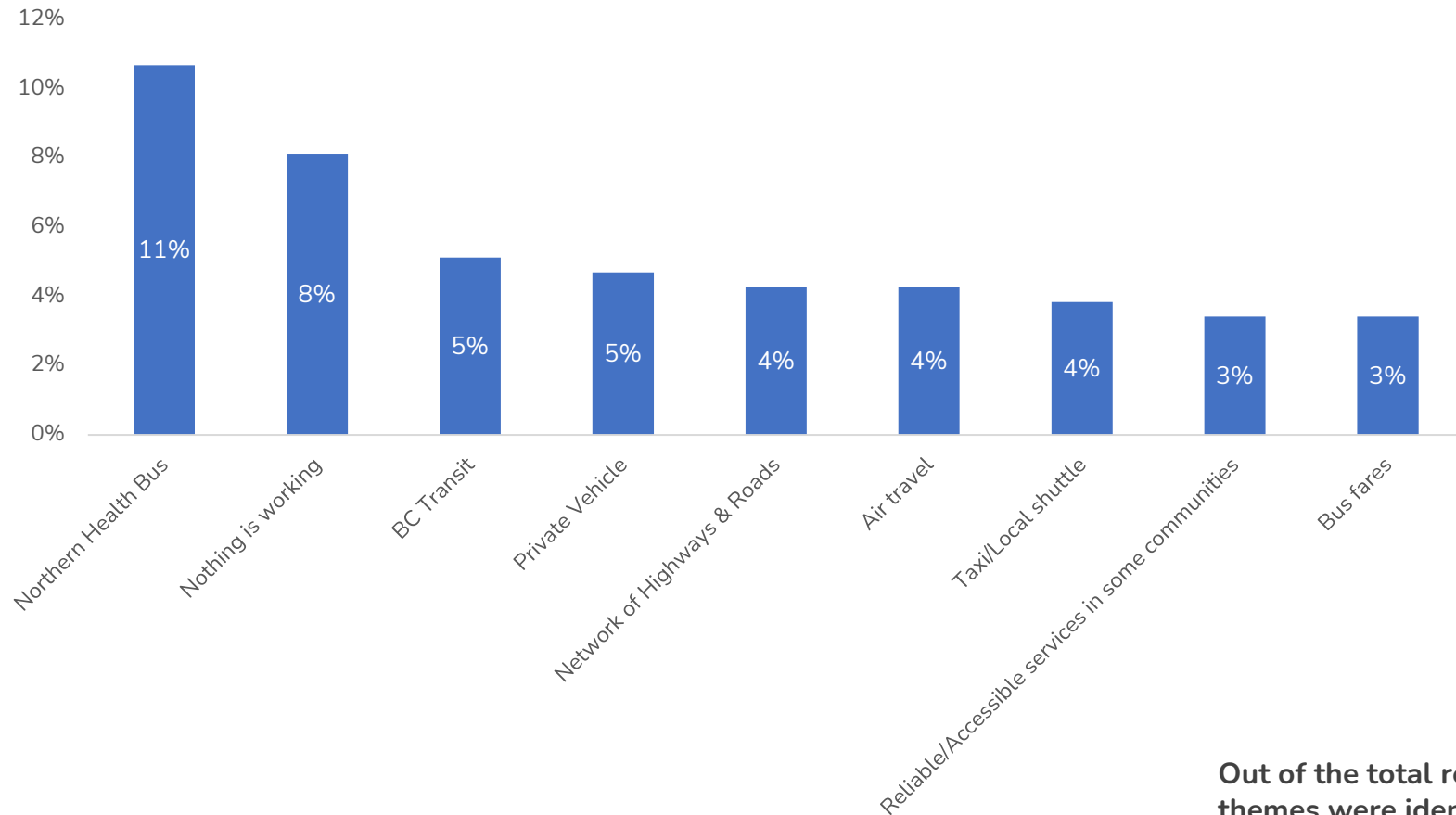
03 Online Survey: Levels of Satisfaction

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 access to transportation in Northern B.C.?



03 Online Survey: What is Working Well

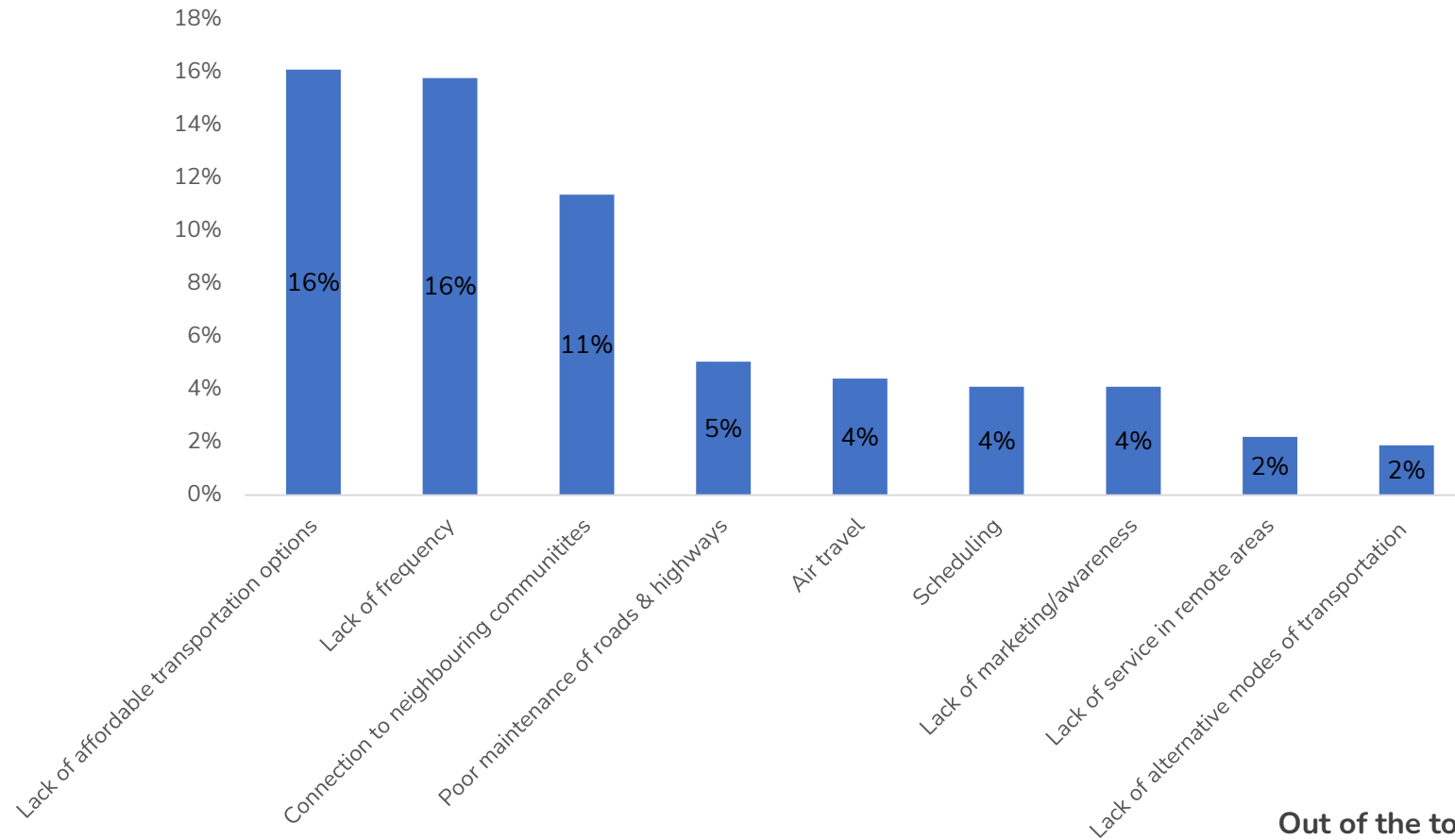
What's working well? Do you have any comments on aspects of transportation in Northern B.C. that are currently performing well?



Out of the total responses, nine major themes were identified as shown in the graph

03 Online Survey: What are the Gaps

What are the gaps? Do you have any comments on aspects of transportation in Northern B.C. that need improving?



Out of the total responses, nine major themes were identified as shown in the graph

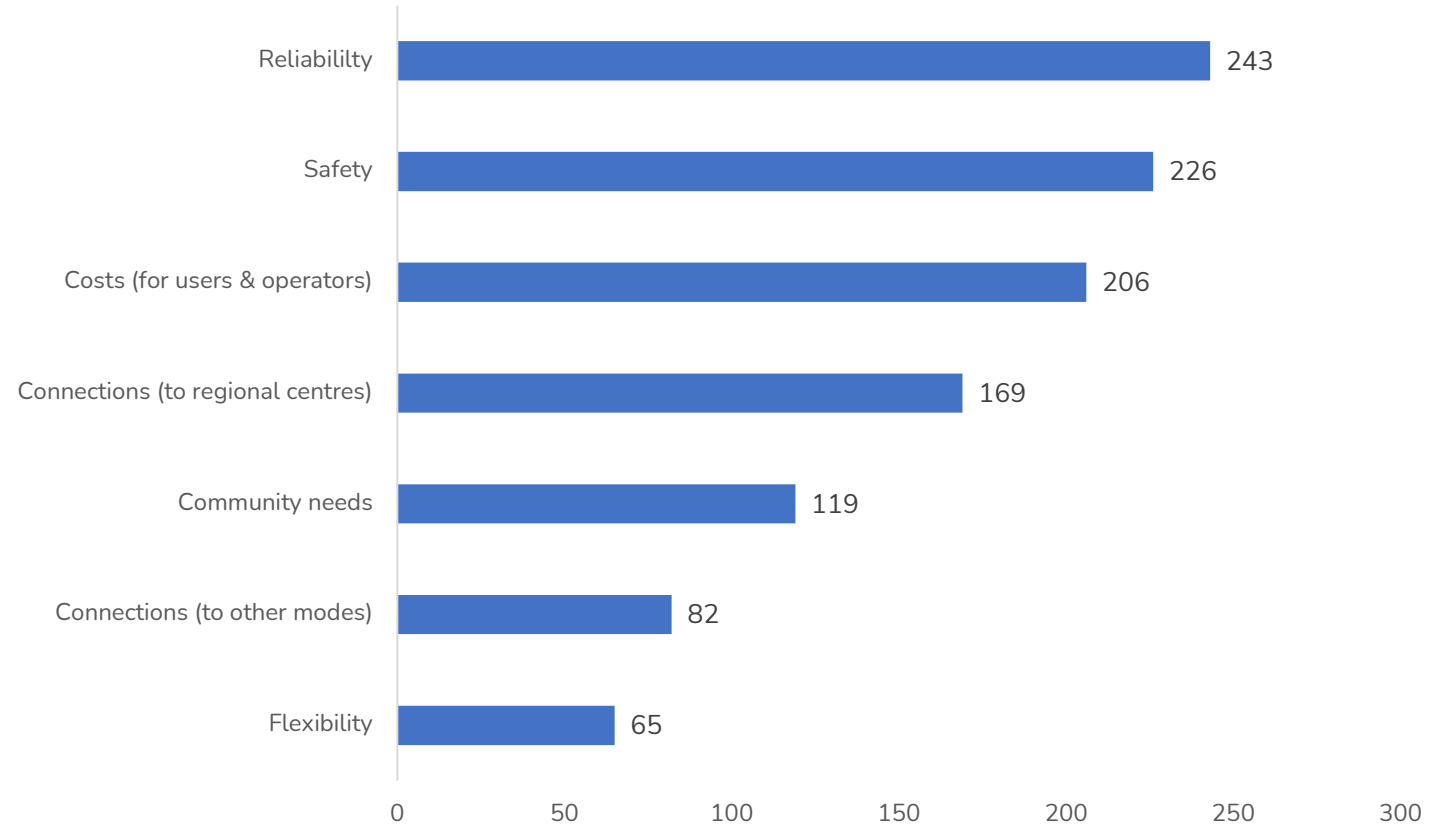
03 Online Survey: What are the Gaps

QUOTES FROM THE RESPONDENTS

- “Trip frequency is no longer reliable to accommodate the needs of meeting multiple scheduling demand”
- “There are no regular public transportation options that would allow people to access work, school, or daily needs”
- “The lack of public transportation. We don't even have taxi service in Chetwynd.”
- “With the loss of Greyhound as well as the loss of our only taxi company in our community there are many gaps. There is very little to no option for people to access other towns if they do not have a vehicle of their own. And while BC Bus is available, there is very little to no advertising or marketing to let people know who they are, what they're stops are, where they go etc. That information is much needed.”

03 Online Survey: Priorities

When considering transportation services in Northern B.C., what matters most to you? Please select your top 3 from the following service elements.



03 Online Survey: Potential for Improvement

- Funding from federal/provincial/local governments and community groups, especially for remote communities
 - Better marketing of the existing/future services
 - Subsidizing public transportation for rural communities by BC Transit
 - Switching to smaller buses to increase coverage
 - Investment in sustainable modes of transportation
 - Promotion of shared mobility services to reduce use of personal vehicles
- Funding for providing service such as HandyDART to seniors, especially for medical appointments
 - Collaboration between transportation providers, community groups, Indigenous communities and local government for locally driven solutions, and to ensure accessibility and affordability of the services
 - Role of community groups in promoting use of public transportation through tourism, campaigns, events, etc.
 - Collaboration with Indigenous communities to explore how traditional knowledge can benefit transportation services

03 Online Survey: Potential for Improvement

QUOTES FROM THE RESPONDENTS

- “Enhancing Indigenous peoples' participation: The views and needs of Indigenous peoples should be fully taken into account in the development and implementation of transport schemes.”
- “Involving the local government, Indigenous government and local community organizations is critical to finding a permanent locally driven and informed solution.”
- “Community groups can also play a crucial role in advocating for transportation improvements and promoting transportation services.”
- “I would like to see our governments at all levels recognize the need to provide residents of northern communities with an option of safe and reliable public transportation.”
- “There needs to be more options for medical travel between northern communities. There needs to be better access to medical travel between northern communities, this includes scheduling and finding availability. There needs to be more flexibility and options for travel between northern communities.”

03 Online Survey: Key Themes

- Increase in the frequency and consistency of services
- Accessible and affordable transportation options, and connections between different communities, especially in remote areas
- Increasing connections to regional centres
- Matching fleet size to demand/usage
- Better marketing of the existing/future services to increase awareness
- On-Demand services such as HandyDART for seniors for medical appointments
- Desire for collaboration between Indigenous communities, community groups, local governments
- Promotion of sustainable modes of transportation



04 Virtual Roundtable Results

VIRTUAL ROUNDTABLE RESULTS

Four virtual roundtable group sessions were held with community representatives and stakeholder organizations between June 6-13, 2023, and four regional advisory committees were attended between June 16-27, 2023.

An additional targeted roundtable session was held with participants representing regional and provincial tourism organizations.

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

ROUNDTABLE AND ONE-ON-ONE INTERVIEW PARTICIPANTS

REGIONAL ADVISORY COMMITTEES

Northern Development has four regional advisory committees (RAC), one for each region. Each RAC is comprised of elected local government leaders from each of the regions. A Transportation Study roundtable session was incorporated into a meeting with each RAC.

- Cariboo-Chilcotin/Lillooet Regional Advisory Committee
- Northwest Regional Advisory Committee
- Northeast Regional Advisory Committee
- Prince George Regional Advisory Committee

INDIGENOUS COMMUNITIES

- Heiltsuk Nation
- Iskut Band Council

SERVICE PROVIDERS

- Autumn Services
- Binche Keyoh Bu Society
- Prince Rupert Friendship House Association
- Village of Granisle

TOURISM SECTOR

- Cariboo Chilcotin Coast Tourism Association
- Destination BC
- Indigenous Tourism BC
- Northern BC Tourism Association
- Tourism Industry Association of BC

OTHER ORGANIZATIONS

- Passenger Transportation Board

04 Virtual Roundtable Results

WHAT IS WORKING WELL?

- Small communities in some areas have developed their own transportation models suited to their own community contexts.
- Post-pandemic ridership is increasing along key routes between major population centres.
- Hitch-hiking rates have dramatically decreased due to the provision of community transportation services.
- Provincial grants are allowing communities to purchase more buses, although not all are eligible or meet the funding requirements.
- In general, drivers are enthusiastic and friendly, leading to positive perception of existing shuttle services.
- Workers in the natural resource industry are able to commute to work due to the provision of private shuttles by the companies.

04 Virtual Roundtable Results

CHALLENGES WITH EXISTING TRANSPORTATION

- Limited number of shuttles mean that buses are often at capacity and drivers occasionally have to turn people away
- It can be difficult for communities to source vehicles due to cost and availability issues
- Due to smaller tax bases, communities are often wholly reliant on grant funding to pay for transportation services
- Many communities rely exclusively on taxi services, which are costly and inaccessible
- As fuel costs increase, operating costs become untenable for small communities, and operators are reluctant to increase fares or taxation due to the potential for decreased ridership
- Many buses currently in operation are not accessible
- Bus drivers are often volunteers, leading to inflexibility with scheduling and unreliable service
- Supply chain and maintenance issues can leave communities stranded as there are often only 1-2 buses in operation
- Indigenous community members rely on social media to find rides to regional hubs
- Many people are unaware of existing services due to poor service design, scheduling and marketing
- Due to the variety of different service providers, often only operating at the community level, services are not coordinated throughout the region
- There is a fear that tourists will not recommend visiting the region due to poor service options

04 Virtual Roundtable Results

GAPS WITH EXISTING TRANSPORTATION

- Many rural communities are not connected to transportation services and therefore lower-income residents often have extremely limited access to basic services and healthcare
- There are limited or no connections to schools, especially in rural communities
- Community members using transit for health appointments often have to travel long distances and are unable to travel home immediately after their appointment, resulting in overnight stays due to infrequent scheduling
- Scarcity of transportation services means tourists are unable to get to rural destinations from regional hubs
- Access to islands is unsafe, unscheduled and inaccessible, posing issues for Indigenous communities seeking to go to sites of cultural significance
- Due to airport shutdowns there is a rental car scarcity, and when they are offered, often cars are not well-equipped to deal with the terrain and weather conditions
- COVID-19 led to many air connections between communities being reduced or removed, leaving few alternative options for travel
- There is a disconnect between ocean-based and land-based transportation, increasing difficulty of access
- If reliable and connected networks were developed, residents from adjacent communities would be able to participate in the labour force, as opposed to temporary, seasonal workers who relocate to communities for a summer or two

04 Virtual Roundtable Results

OPPORTUNITIES FOR PARTNERSHIPS

- Communities would like better communication regarding any available funding opportunities
- The private sector, especially tourism, was highlighted as a key partnership opportunity to develop services that can increase connectivity for both tourists and residents simultaneously
- Indigenous communities and tourism companies would like to partner with water-based transportation providers to facilitate safer connections to remote islands
- Many communities envision partnerships with hospitals and healthcare providers to allow patients to reliably access medical care in emergency and non-emergency situations
- Indigenous communities would like to see more local services that would allow the youth greater opportunities to travel and connect with each other
- An ideal provider would have a variety of ground transportation vehicles to accommodate demand
- Increased collaboration and coordination between existing service providers was presented as a method to provide more direct connections and greater coverage between communities
- Communities with limited access to transportation services prefer formal options to address service gaps, instead of relying entirely upon not-for-profit organizations
- A national motorcoach network would allow for the continuation of inter-regional connections that have been impacted by airport shutdowns

05 Acknowledgements

Thank You!

Northern Development 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 north.



NORTHERN BC

INTER-COMMUNITY TRANSPORTATION STUDY
APPENDIX B – GROUND, RAIL, AIR & WATER TRANSPORTATION SERVICES

August 2023

PREPARED FOR



PREPARED BY



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01 Overview

APPENDIX B

This appendix provides a list of local, intercity and interregional ground, water, rail and air transportation options currently available in Northern B.C. This information is grouped by service type, shown by region, and further broken down into regional districts and associated communities or municipalities.



02 BC Transit

Northern Development Region	Regional District	Communities Served	Service Type	Service Provider	Service Span	Service Days
Cariboo-Chilcotin/Lillooet	Thompson-Nicola	Lytton	Intercity	BC Transit, Interior Health & Village of Ashcroft Yellowhead Community Services Society, Salvation Army and the Anglican Parish	9:00am (at G'wsep Gas Station) 9:30am - 3:15pm	*Thursday Wednesday (to Lillooet) Friday (to Ashcroft)
		Logan Lake	Intercity	BC Transit, Health Connections & Interior Health	Tue: 7:45am - 3:30pm **Thur: 7:45am - 4:00pm	*Tuesday / Thursday
		Ashcroft - Cache Creek - Clinton	Intercity	BC Transit	9:00am - 9:50am & 3:15pm - 4:10pm	Wednesday / Friday
	Squamish-Lillooet	Lillooet	Intercity	BC Transit, Interior Health & Village of Ashcroft District of Lillooet (Owl Bus)	8:00am & 6:30pm	*Tuesday
	Cariboo	100 Mile House	Local	BC Transit	8:15am - 3:30pm	Weekdays
		Williams Lake	Local	BC Transit	7:15am - 8:00pm	Weekdays, Saturday
		Quesnel	Local	BC Transit	7:15am - 9:00pm *8:45am - 7:00pm (Route 3 to North Fraser)	Weekdays, Saturday
			Intercity	BC Transit	To Wells: 7:00am - 6:30pm To Nazko: 7:00am - 7:00pm	Wells: Every Thursday Nazko: Last Wednesday of every month

*Go to Kamloops

**Booking 2 days in advance

02 BC Transit

Northern Development Region	Regional District	Communities Served	Service Type	Service Provider	Service Span	Service Days
Prince George	Fraser-Fort George	Prince George	Local	BC Transit	6:00am - 11:00pm	Weekdays, Saturday & Sunday, with some route exceptions
			Intercity	BC Transit	6:30am - 11:00pm Route 96/97: 7:50am - 3:40pm	Weekdays, Saturday & Sunday Weekdays (September - June)
Northeast	Peace River	Dawson Creek	Local	BC Transit	7:15am - 5:15pm	Weekdays
		Fort St. John	Local	BC Transit	6:30am - 7:30pm	Weekdays, Saturday
Northwest	Central Coast	Bella Coola	Intercity	BC Transit & Central Coast Regional Hospital District	7:30am - 6:30pm	Weekdays, Saturday (Service to Firvale by request)
	Kitimat-Stikine	Kitimat	Local	BC Transit	7:00am - 7:00pm 7:00pm - 10:00pm (Friday)	Every day
			Interregional	BC Transit	6:00am - 7:00pm	Weekdays, Saturday
		Terrace	Local	BC Transit handyDART	7:30am - 10:00pm By reservation	Service days
			Interregional	BC Transit	6:30am - 6:30pm	Weekdays, Saturday
	North Coast	Prince Rupert	Local	BC Transit	7:00am - 7:00pm	Weekdays, Saturday, with some route exceptions
	Bulkley-Nechako	***Smithers	Intercity	BC Transit	8:00am - 7:00pm	Weekdays, Saturday
			Interregional	BC Transit	Weekday: 7:30am - 8:00am / 5:30pm - 6:00pm Sat: 9:30am - 10:00am / 3:15pm - 3:50pm	Weekdays, Saturday

***On-Request Zone Service offers Monday to Saturday pick-up and drop-off service

03 BC Bus North

Northern Development Region	Regional District	Communities Served	Service Between		Service Type	Service Provider	Service Span	Service Days/Week
Prince George, Northwest	Fraser-Fort George, Bulkley-Nechako, Kitimat-Stikine, North Coast	Prince George, Vanderhoof, Fort Fraser, Fraser Lake, Burns Lake, Broman/Duncan, Topley, Houston, Telkwa, Smithers, Moricetown*, New Hazelton, Gitsegukla*, Kitwanga, Terrace, Port Edward, Prince Rupert	Prince George	Prince Rupert	Interregional	BC Bus North	8:00am - 6:30pm	2 days each way
Prince George	Fraser-Fort George	Valemount, Tete Jaune, McBride, Prince George	Valemount	Prince George	Intercity	BC Bus North	7:00am - 10:30am & 2:30pm - 6:00pm	2 day per week (same day return)
Prince George, Northeast	Fraser-Fort George, Peace River	Prince George, Bear Lake, McLeod Lake, Mackenzie, Azouzetta Lake, Chetwynd, Groundbirch, Dawson Creek, Taylor, Fort St. John	Prince George	Fort St. John	Interregional	BC Bus North	8:00am - 4:00pm & 2:00pm - 9:20pm	2 days each way
Northeast	Peace River, Northern Rockies	Fort Nelson, Prophet River*, Buckinhorse River, Pink Mountain, Wonowon, Fort St. John	Fort Nelson	Fort St. John	Interregional	BC Bus North	7:00am - 12:25pm & 4:20pm - 9:00pm	2 days per week (same day return)
Cariboo-Chilcotin/Lillooet, Prince George	Thompson-Nicola, Cariboo, Prince George	Cache Creek**, Clinton**, 70 Mile House, 100 Mile House, Lac La Hache**, Williams Lake, Hixon, Prince George	Kamloops	Prince George	Interregional	BC Bus North	**2:00pm - 8:30pm & 8:30am - 3:00pm	3 days each way

*Indicates a First Nations community

**Hixon, Lac La Hache, Clinton, Cache Creek- only by advanced reservation

04 Interior Health Connections

Northern Development Region	Regional Districts	Communities Served	Service Between		Service Type	Service Provider	Service Span	Service Days
Cariboo-Chilcotin/Lillooet	Thompson-Nicola	Logan Lake	Kamloops	Merritt	Intercity	Interior Health	7:00am - 10:00am & 2:30pm - 4:00pm	Tuesday
		Logan Lake	Kamloops	Kelowna	Interregional	Interior Health	7:00am - 10:00am & 1:30pm - 5:00pm	Thursday
	Squamish-Lillooet, Thompson-Nicola	Lillooet, Fountain Flats*, Spences Bridge, Ashcroft, Cache Creek	Lillooet	Kamloops	Interregional	Interior Health	8:00am - 11:40am & 3:50pm - 7:30pm	Thursday
		Lillooet, Fountain Flats*, Cache Creek	Lillooet	Kamloops	Interregional	Interior Health	8:00am - 10:40am & 3:50pm - 6:30 pm	Tuesday
	Cariboo, Thompson-Nicola	Williams Lake, 100 Mile House, Clinton, Cache Creek, Kamloops	Williams Lake	Kamloops	Interregional	Interior Health	7:00am - 11:30am & 3:00pm - 7:00 pm	Monday

*Indicates First Nations community

05 Northern Health Connections

Northern Development Region	Regional Districts	Communities Served	Service A	Between B	Service Type	Service Provider	Service Span	Service Days/Week
Prince George, Cariboo-Chilcotin/Lillooet	Fraser-Fort George, Cariboo, Thompson-Nicola	Prince George, Hixon, Quesnel, Kersley, Williams Lake, 150 Mile House, 108 Mile House, Lac La Hache, 100 Mile House, Clinton, Cache Creek	Prince George	Vancouver	Interregional	Northern Health Connections	8:00am - 7:30pm	3 days each way
	Fraser-Fort George, Cariboo	Quesnel, Hixon, Prince George	Quesnel	Prince George	Interregional	Northern Health Connections	8:00am - 9:30am & 4:30pm - 6:00pm	1 day per week (same day return)
Prince George	Fraser-Fort George	Valemount, Tete Jaune, Small River, Dunster, McBride, Crescent Spur, Dome Creek, Prince George	Valemount	Prince George	Intercity	Northern Health Connections	7:00am - 10:45am & 4:30pm - 7:15pm	1 day per week (same day return)
		Mackenzie, McLeod Lake, Prince George	Mackenzie	Prince George	Intercity	Northern Health Connections	8:00am - 10:20am & 4:30pm - 7:00pm	1 day per week (same day return)
		McBride, Dunster, Small River, Tete Jaune, Valemount	McBride	Kamloops	Interregional	Northern Health Connections	5:45am - 11:30am & 4:00pm - 9:20pm	1 day per week (same day return)
Prince George, Northeast	Fraser-Fort George, Peace River	Prince George, Mackenzie, Chetwynd, Dawson Creek, Taylor, Fort St. John	Prince George	Fort St. John	Interregional	Northern Health Connections	8:00am - 3:50pm	2 days each way

*Indicates a First Nations Community

05 Northern Health Connections

Northern Development Region	Regional Districts	Communities Served	Service A	Between B	Service Type	Service Provider	Service Span	Service Days/Week
Northeast	Peace River	Dawson Creek, Taylor, Fort St. John	Dawson Creek	Fort St. John	Intercity	Northern Health Connections	7:00am - 8:00am & 4:00pm - 5:00pm	5 days per week there / 3 days per week return
		Tumbler Ridge**	Tumbler Ridge	Dawson Creek, Chetwynd, Fort St. John	Intercity	TR Cares (in partnership with Northern Health)	8:00 am earliest departure	
	Peace River, Northern Rockies	Fort Nelson, Fort St. John, Dawson Creek	Fort Nelson	Dawson Creek	Interregional	Northern Health Connections	8:00am - 2:45pm & 8:00am - 6:00pm	1 day each way
Prince George, Northwest	Fraser-Fort George, Bulkley-Nechako, Kitimat-Stikine	Prince George, Vanderhoof, Fraser Lake, Burns Lake, Topley, Houston, Telkwa, Smithers, Witset*, Hazelton, Gitsegukla*, Kitwanga*, Terrace, Port Edwards, Prince Rupert	Prince George	Prince Rupert	Interregional	Northern Health Connections	8:00am - 7:00pm	4 days each way

*Indicates a First Nations community

**TR Cares is specialized door-to-door service for Tumbler Ridge residents, with service to various neighbouring communities for medical appointments not available in Tumbler Ridge

05 Northern Health Connections

Northern Development Region	Regional Districts	Communities Served	Service A	Between B	Service Type	Service Provider	Service Span	Service Days/Week
Northwest	Bulkley-Nechako, Fraser-Fort George	Burns Lake, Fraser Lake, Fort Fraser, Vanderhoof, Prince George	Burns Lake	Prince George	Interregional	Northern Health Connections	7:00am - 10:15am & 4:30pm - 7:30pm	1 day per week (same day return)
		Burns Lake, Fraser Lake, Fort Fraser, Fort St. James, Vanderhoof, Prince George	Burns Lake	Prince George	Interregional	Northern Health Connections	7:00am - 11:45am & 4:30pm - 9:10pm	1 day per week (same day return)
	Bulkley-Nechako, Kitimat-Stikine	Burns Lake, Topley, Houston, Telkwa, Smithers, Morricetown*, Hazelton, Kitwanga*, Terrace	Burns Lake	Terrace	Interregional	Northern Health Connections	6:30am - 12:00pm & 4:00pm - 9:00pm	1 day per week (same day return)
	North Coast	Masset, Port Clements, Tlell, Skidegate*, Daajing Giids	Masset	Daajing Giids	Local	Eagle Transit (in partnership with Northern Health)	8:45am - 11:20am & 2:25pm - 4:30pm	Monday - Friday

*Indicates a First Nations Community

06 Northern Development Funded Services

Northern Development Region	Regional Districts	Communities Served	Service Between		Service Type	Service Provider	Service Span	Service Days/Week
Prince George	Bulkley-Nechako	Fraser Lake, Birch Bay, Nadleh Whut'en*, Stellat'en*, Fort Fraser	Fort Fraser or Birch Bay	Fraser Lake	Intercity	Village of Fraser Lake	8:00am - 5:00pm	1 day from each start location and on demand
	Bulkley-Nechako, Fraser Fort-George	Fraser Lake, Burns Lake, Vanderhoof, Prince George	Fraser Lake	Prince George, Burns Lake or Vanderhoof	Interregional	Autumn Services Society	On demand	6 days
		Binche*, Tachie*, Fort St. James, Vanderhoof, Prince George	Tachie	Fort St. James or Prince George	Interregional	Binche Keyoh Bu Society	8:00am - 4:00pm	2 days to Prince George, 4 days to Fort St. James
		Takla Landing*, Fort St. James, Prince George	Takla Landing	Prince George	Intercity	Takla Nation		2 days bi-weekly each way
		Vanderhoof, Saikuz*	Vanderhoof		Intercity	District of Vanderhoof	8:00am - 4:00pm	5 days
	Fraser-Fort George	Mackenzie, McLeod Lake, Bear Lake, Summit Lake, Prince George	Mackenzie	Prince George	Interregional	Kimta Transportation Society	By reservation	5 days (same day return)
Prince George, Northeast	Peace River/Fraser-Fort George	Kwadacha*, Tsay Keh*, Prince George	Kwadacha	Prince George	Intercity	Kwadacha First Nation	Scheduled (Note: service is not expected to start until March 2024 given supply issues finding a vehicle)	
Northeast	Northern Rockies	Fort Nelson, Fort Nelson First Nation*	Fort Nelson	Fort Nelson	Local	Northern Rockies Seniors Society	On demand	On demand
	Peace River	Dawson Creek, Pouce Coupe, Moberly Lake*, Kelly Lake*	Dawson Creek	Pouce Coupe, Moberly Lake or Kelly Lake	Intercity	Nawican Friendship Centre	By reservation	

*Indicates a First Nation community

06 Northern Development Funded Services

Northern Development Region	Regional Districts	Communities Served	Service Between		Service Type	Service Provider	Service Span	Service Days/Week
Northwest	Bulkley-Nechako	Smithers, Houston	Smithers	Houston	Intercity	Dze L K'ant Friendship Centre Society		Fixed schedule Tuesday and Thursday, on demand
		Granisle, Burns Lake, Houston, Smithers	Granisle	Burns Lake, Houston or Smithers	Intercity	Village of Granisle	8:00am - 5:00pm	1 day to each destination
	North Coast, Kitimat-Stikine	Prince Rupert, Terrace	Prince Rupert	Terrace	Interregional	Friendship House Association of Prince Rupert	10:00am - 5:00pm	2 days
		Terrace, Kitimat, Prince Rupert, Kitwanga*, and Nass Valley*	Terrace		Intercity	Kermode Friendship Society		5 days
	Kitimat-Stikine	Gingolx*, Laxgalts'ap*, Gitwinksihlkw*, Gitlaxt'aamiks*, Terrace	Gingolx	Terrace	Intercity	Nisga'a Village of Gingolx	7:00am - 9:30am & 4:00pm - 6:30pm	Weekly Friday, every other Saturday
		Gitanyow*, Kitwanga*	Gitanyow	Kitwanga	Intercity	Gitanyow Human Services	10:00am - 4:00pm	6 days, twice per day
Gitanmaax*, Hazelton, Terrace		Gitanmaax	Hazelton or Terrace	Intercity	Gitanmaax Band		On demand to Hazelton, Elder lunches twice per week, monthly trip to Terrace	
Cariboo-Chilcotin/Lillooet	Cariboo	Williams Lake, Quesnel, 100 Mile House, Canim Lake*, Alkali Lake*, Canoe Creek*, T'exelc*, Xatsull First Nation*, Alexis Creek*, Yunesit'in Government (Stone)*, Nemiah Valley*, Anaham Reserve*, Toosey Indian Band*, ?Esdilagh (Alexandria)*, Anaheim Lake*, Kluskus*, Red Bluff*, Nasko*	Williams Lake	Quesnel, Canim Lake, Toosey, Anahim Lake or Alkali Lake	Intercity	First Nations Health Authority		5 unique routes with service at least once per month per route (round trip)

*Indicates a First Nation community

07 Other Transportation Services

Northern Development Region	Regional Districts	Communities Served	Service Between		Service Type	Service Provider	Service Span	Service Days/Week
Cariboo-Chilcotin/Lillooet	Thompson-Nicola, Squamish-Lillooet	Lytton, Skuppah*, Siska*, Nicomen, Spences Bridge, Ashcroft, Lillooet	Lytton	Ashcroft or Lillooet	Intercity	Yellowhead Community Services Society	9:30am - 11:20am & 1:30pm - 3:15pm	1 day per route (same day return)
		Lillooet, Fountain Flats*, ts'kw'aylaxw*, Cache Creek, Pavilion	Lillooet	Kamloops or Whistler	Interregional	Owl Bus		Varies by route, 1 day per route (return trip)
Prince George	Fraser-Fort George	Based in Prince George	Charter by reservation			Northern Spirit Transportation Services	Charter by reservation	
		Valemount	Charter by reservation			Peak Shuttles	Charter by reservation	
	Kamloops		Edmonton	Interregional	Thompson Valley Charters	7:30am - 6:05pm(MST) & 7:45am(MST) - 4:20pm	2 days each way	
	Bulkley-Nechako	Based in Smithers	Charter by reservation			Alpine Ridge Industries Hotshot, Hauling & Transport	Charter by reservation	
Northwest	North Coast	Based on Haida Gwaii	Charter by reservation			Eagle Transit	Charter by reservation	

*Indicates a First Nation community

08 Rail Services

Northern Development Region	Regional Districts	Communities Served	Service Type	Service Between		Service Provider	Service Days/Week
Prince George	Fraser Fort-George	Prince George, Dunster, McBride, Goat River, Loos, Dome Creek, Bend, Penny, Longworth, Hutton, Sinclair Mills, McGregor, Upper Fraser, Aleza Lake, Willow River	Interregional	Prince George	Jasper	Via Rail	3 days/week
Prince George, Northwest	Fraser-Fort George, Bulkley Nechako, Kitimat-Stikine, North Coast	Vanderhoof, Fort Fraser, Endako, Burns Lake, Houston, Telkwa, Smithes, New Hazelton*, Kitwanga*, Cedarvale*, Dorreen, Pacific, Usk, Terrace, Kwinitisa, Cassiar Cannery, Prince Rupert	Interregional	Prince George	Prince Rupert	Via Rail	3 days/week
Cariboo-Chilcotin/Lillooet	Squamish-Lillooet	Lillooet, Seton Portage, Shalalth	Intercity	Lillooet	Seton Portage	CN/Seton Lake First Nation	7 days/week

09 Air Services

Northern Development Region	Regional Districts	Community / Municipality	Airport Name	Service Type	Operation / Notes
Northwest	North Coast	Prince Rupert	Prince Rupert Airport	Airport	
			Prince Rupert/Seal Cove Heliport	Airstrip	
			Prince Rupert/Digby Island Water Aerodrome	Airstrip (Water)	
			Prince Rupert Heliport	Airstrip	
			Inland Air Charters	Airport	
		Daajing Giids*	Queen Charlotte Water Aerodrome (ZQS)	Airstrip (Water)	Seaplane base
		Hartley Bay*	Hartley Bay Water Aerodrome	Airstrip (Water)	
		Masset	Masset Municipal Airport	Airstrip	
			Masset Water Aerodrome	Airstrip (Water)	
		Kitkatla*	Kitkatla Water Aerodrome	Airstrip (Water)	Float planes
	Alliford Bay	Alliford Bay Waterdrome	Airstrip (Water)		
	Sandspit	Sandspit Airport	Airstrip		
	Bulkley-Nechako	Burns Lake	Burns Lake Airport (Lakes District Airport)	Airstrip	
			Burns Lake (LD Air) Water Aerodrome	Airstrip (Water)	
		Smithers	Smithers Regional Airport	Airport	
		Telkwa	Smithers/Tyhee Lake Water Aerodome	Airstrip (Water)	
		Houston	Houston Aerodrome	Airstrip	

09 Air Services

Northern Development Region	Regional Districts	Community / Municipality	Airport Name	Service Type	Operation / Notes
Northwest	Central Coast	Bella Coola	Bella Coola Airport	Airport	
		Ocean Falls	Ocean Falls Water Aerodrome	Airstrip (Water)	
		Bella Bella*	Bella Bella (Campbell Island) Airport	Airport	
			Denny Island Aerodrome	Airstrip	
		Rivers Inlet*	Rivers Inlet Water Aerodrome	Airstrip (Water)	
		Waglisla*	Bella Bella/Waglisla Water Aerodrome	Airstrip (Water)	
		Wuikinuv*	Wilderness Seaplanes/Aircab Seaplanes	Airstrip	
		Shearwater	Bella Bella/Shearwater Water Aerodrome	Airstrip (Water)	
			Denny Island Airport	Airstrip	

09 Air Services

Northern Development Region	Regional Districts	Community / Municipality	Airport Name	Service Type	Operation / Notes
Northwest	Kitimat- Stikine	Terrace-Kitimat	Northwest Regional Airport Terrace-Kitimat	Airport	
		New Hazelton (Cedarvale)*	Woodcock Airstrip	Airstrip	
		Kitimat	Kitimat Airport	Airstrip	
		Kemano	Kemano Heliport	Airstrip	
		Atlin	Atlin Airport	Airstrip	
			Atlin Water Aerodrome	Airstrip (Water)	
		Ingenika	Ingenika Airport	Airstrip	No longer in regular use, but its maintained as an alternative, since visibility is sometimes acceptable here when it is not at Tsay Keh Airport.
		Gingolx*	Kincolith Water Aerodrome	Airstrip (Water)	
		Telegraph Creek	Telegraph Creek Water Aerodrome	Airstrip (Water)	
		Mule Creek	Mule Creek Airport	Airstrip	
		Dease Lake	Dease Lake Airport	Airstrip	
		Galore Creek	Galore Creek Heliport	Airstrip	
		Bob Quinn Lake	Bob Quinn Lake Airport	Airstrip	
		Stewart	Stewart Water Aerodrome	Airstrip (Water)	Shares its airspace with the nearby Hyder Seaplane Base, and its water runway in the Portland Canal exists on the Canada–United States border.
Stewart Airport	Airstrip		Shares its airspace with the nearby Stewart Water Aerodrome and Hyder Seaplane Base. While its neighbouring seaplane bases' water runways in the Portland Canal exist on the Canada–United States border, the aerodrome's runway exists entirely within Canada.		

09 Air Services

Northern Development Region	Regional Districts	Community / Municipality	Airport Name	Service Type	Operation / Notes
Northeast	Peace River	Chetwynd	Chetwynd Municipal Airport	Airstrip	Uncontrolled
		Dawson Creek	Dawson Creek Regional Airport	Airport	
			Dawson Creek (Flying L Ranch) Airport	Airstrip	
		Fort Ware*	Fort Ware Airport	Airstrip	
			Fort Ware Aerodrome	Airstrip	
		Ospika	Ospika Airport	Airstrip	
		Tsay Keh Dene*	Tsay Keh Airport	Airstrip	The older Ingenika Airport nearby is no longer in regular use, but is maintained as an alternative, since visibility is sometimes acceptable there when it is not here.
		Tumbler Ridge	Tumbler Ridge Airport	Airstrip	
		Fort Grahame	Fort Grahame Airport	Airstrip	
		Fort St. John	North Peace Regional Airport	Airport	
	Fort St. John (Charlie Lake) Water Aerodrome		Airstrip (Water)		
	Hudson's Hope	Hudson's Hope Airstrip	Airstrip		
	Northern Rockies	Fort Nelson	Northern Rockies Regional Airport	Airport	
			Fort Nelson/Fordon Field Airport	Airstrip	
			Fort Nelson (Parker Lake) Water Aerodrome	Airstrip (Water)	
		Toad River	Toad River/Mile 422 (Alaska Highway) Airport	Airstrip	
		Muncho Lake	Muncho Lake/Mile 462 Water Aerodrome	Airstrip (Water)	

09 Air Services

Northern Development Region	Regional Districts	Community / Municipality	Airport Name	Service Type	Operation / Notes
Prince George	Bulkley-Nechako	Fort St. James	Fort St. James Airstrip	Airstrip	
			Fort St. James/Stuart River Water Aerodrome	Airstrip (Water)	
		Fraser Lake	Fraser Lake Airport	Airstrip	
			Fraser Lake Water Aerodrome	Airstrip (Water)	
		Takla Landing*	Takla Landing Water Aerodrome	Airstrip (Water)	
		Vanderhoof	Vanderhoof Airport	Airstrip	
	Vanderhoof Water Aerodrome		Airstrip (Water)		
	Fraser-Fort George	Prince George	Prince George International Airport	Airport	
		Beaverley	Beaverley Airport	Airstrip	
		Mackenzie	Mackenzie Airport (CYZY)	Airstrip	
		McBride	McBride Airport - Charlie Leake Field	Airstrip	
		Valemount	Valemount Airport	Airstrip	
			Valemount (CMH) Heliport	Airstrip	
Valemount (Yellowhead Helicopters) Heliport	Airstrip				

09 Air Services

Northern Development Region	Regional Districts	Community / Municipality	Airport Name	Service Type	Operation / Notes
Cariboo-Chilcotin/Lillooet	Cariboo	Williams Lake	Williams Lake Regional Airport	Airport	
			Williams Lake (Frontline Helicopters) Heliport	Airstrip	
		Quesnel	Quesnel Regional Airport	Airport	
		Echo Valley	Echo Valley Airport	Airstrip	The airport is a private landing strip for the exclusive use of Echo Valley Ranch & Spa guests
		Green Lake	Green Lake Aerodrome	Airstrip	
			Green Lake Water Aerodrome	Airstrip (Water)	
		Anahim Lake	Anahim Lake Airport	Airport	
		108 Mile House	South Cariboo Regional Airport	Airport	
		100 Mile House	100 Mile House Municipal Airport	Airstrip	
		Tsetzi Lake	Tsetzi Lake (Pan Phillips) Airport	Airstrip	
		Springhouse	Springhouse Airpark	Airstrip	
		Oie Lake	Oie Lake/Dougall Campbell Field Aerodrome	Airstrip	
		Puntzi Mountain	Puntzi Mountain Airport	Airstrip	
		Nimpo	Nimpo Lake Water Aerodrome	Airstrip (Water)	
	Likely	Likely Airstrip	Airstrip	Operates during summer months only and is not maintained in winter	
	Thompson-Nicola	Cache Creek	Ashcroft Regional Airport (Cache Creek Airport)	Airstrip	Uncontrolled runway
	Squamish-Lillooet	Lillooet	Lillooet Municipal Airport (CYLI)	Airstrip	
Gun Lakes		Gun Lakes Heliport	Airstrip		

10 Ferry Services

Northern Development Region	Regional Districts	Communities Served	Service Between		Service Type	Service Provider	Service Span	Service Days/Week
Cariboo-Chilcotin/Lillooet	Thompson-Nicola	Lytton	Lytton (across Fraser River)		Ferry	Lytton Reaction Ferry	On Demand	
		Big Bar	Big Bar (across Fraser River)		Ferry	Big Bar Reaction Ferry	On Demand	
Northwest	Kitimat-Stikine	Usk	North Usk	South Usk	Ferry	Usk Reaction Ferry	On Demand	
	North Coast	Prince Rupert, Bella Bella, Graham Island (Skidegate), Klemtu, Port Hardy, Digby Island	Port Hardy	Bella Bella	Ferry	BC Ferries	7:30am & 6:15pm	Changes Seasonally
			Bella Bella	Klemtu	Ferry	BC Ferries	Changes Seasonally	
			Klemtu	Prince Rupert	Ferry	BC Ferries	7:30am & 4:00pm	Tuesday, Wednesday, Friday, Saturday
			Prince Rupert	Skidegate	Ferry	BC Ferries	10:30am & 10:00pm	Daily
			Prince Rupert	Digby Island	Ferry	Digby Island Ferry (City of Prince Rupert)	8:15am - 5:10pm	Daily
			Graham Island (Skidegate)	Moresby Island (Alliford Bay)	Ferry	BC Ferries	7:30am - 10:30pm	Daily
	Graham Island (Skidegate)	Prince Rupert	Ferry	BC Ferries	10:30am & 10:00pm	Daily		

10 Ferry Services

Northern Development Region	Regional Districts	Communities Served	Service Between		Service Type	Service Provider	Service Span	Service Days/Week
Northwest	Central Coast	Port Hardy, Bella Coola, Bella Bella, Ocean Falls, Shearwater, Klemtu*, Kitimaat, Prince Rupert, Hartley Bay, Alexander Inlet and others in the area	Port Hardy	Bella Coola	Ferry	BC Ferries	7:30am	Daily
			Bella Coola	Ocean Falls	Ferry	BC Ferries	8:30am	Monday, Wednesday, Thursday, Sunday
			Ocean Falls	Bella Bella	Ferry	BC Ferries	10:00am & 2:40pm	Monday, Wednesday, Thursday, Sunday
			Bella Bella	Shearwater	Tug & Barge / Water Taxi (Temporary)	BC Ferries	By reservation	
			Klemtu	Port Hardy	Ferry	BC Ferries	7:30am & 4:00pm	Tuesday, Wednesday, Friday, Saturday
			North Coast Trail, Port Hardy, Port McNeill, Rivers Inlet, Shushartie Bay, Bella Bella, Drury Inlet, Sayward, Klemtu, Calvert Island, Bella Coola, Smiths Inlet, Seymour Inlet, Kingcome Inlet, Knights Inlet		Water Taxi	Cape Scott Water Taxi	Charter (by reservation)	
			Shearwater, Prince Rupert, Kitimat, Port Hardy, Klemtu, Bella Coola, Ocean Falls, Rivers Inlet, Hakai		Water Taxi	Shearwater Water Taxi	Charter (by reservation)	
			Klemtu, Bella Bella, Port Hardy, Bella Coola, Kitimaat, Prince Rupert, Hartley Bay, Alexander Inlet, etc.		Water Taxi	Sea Coastal	Charter (by reservation)	
			Victoria, Vancouver, Uclulet, Port Alberni, Powell River, Campbell River, Port Hardy, Bella Bella, Sandspit, Masset, Kitimat, Prince Rupert		Water Taxi/Ferry	Orca Spirit Marine Services	Charter (by reservation)	
	Bulkley-Nechako	Francois Lake	Francois Lake (Northside)	Francois Lake (Southside)	Ferry	Francois Lake Ferry	5:30am - 11:00pm	Daily