



**SOUTH CARIBOO RURAL DIRECTORS CAUCUS
AGENDA**

Monday, March 9, 2015

4:00 P.M.

Cariboo Regional District Board Room

Suite D - 180 Third Avenue North

Williams Lake, B.C.

Pages

1. CALL TO ORDER (The meeting is scheduled to commence at 4:00 p.m.)

1.1 Adoption of Agenda

That the agenda items be adopted as presented.

2. ADOPTION OF MINUTES

2.1 Minutes of the South Cariboo Rural Directors Caucus - February 16, 2015

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That the minutes of the South Cariboo Rural Directors Caucus meeting held February 16, 2015, be received and adopted.

3. DELEGATIONS

3.1 Staff Sgt. Blake Ward - RCMP

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Staff Sgt. Blake Ward of the RCMP will appear before the Caucus to discuss his quarterly update and policing priorities for the coming fiscal year.

4. REPORTS AND CORRESPONDENCE

4.1 Letter Report from BC Transit Regarding Potential Service to Lone Butte and Forest Grove

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Consensus

That the agenda item summary from Darron Campbell, Manager of Community Services, dated February 27, 2015, regarding the letter report from BC Transit for potential transit service to Lone Butte and Forest Grove, be received. Further, that the transit extension not be pursued at this time due to the high cost for the limited service provided.

5. DISCUSSION ITEMS

6. ADJOURNMENT

That the meeting of the South Cariboo Rural Directors Caucus be adjourned at TIME,
March 9, 2015.



**CARIBOO REGIONAL DISTRICT
SOUTH CARIBOO RURAL DIRECTORS CAUCUS
MINUTES**

February 16, 2015

4:00 p.m.

District of 100 Mile House Council Chambers

385 Birch Avenue

100 Mile House, BC

PRESENT : Directors M. Wagner, A. Richmond, and B. Coakley

STAFF : D. Campbell, Manager of Community Services; and K. Moores,
Manager of Development Services

1. CALL TO ORDER

1.1. Election of Chair

The meeting was called to order at 4:00 p.m. by D. Campbell, Manager of Community Services.

First Call by the Manager of Community Services for nominations for the position of Chair of the South Cariboo Rural Directors Caucus for 2015.

Director Richmond nominated Director Wagner for the position of Chair of the Central Cariboo Rural Directors Caucus for 2015, and Director Coakley seconded the nomination. Director Wagner accepted the nomination.

Second call by the Manager of Community Services for nominations for the position of Chair of the South Cariboo Rural Directors Caucus for 2015.

Third call by the Manager of Community Services for nominations for the position of Chair of the South Cariboo Rural Directors Caucus for 2015.

There being no further nominations, the Manager of Community Services declared nominations closed and declared Director Wagner Chair of the South Cariboo Rural Directors Caucus for 2015.

1.2. Adoption of Agenda

SCR.2015-2-1

That the agenda items be adopted as presented.

By Consensus

2. ADOPTION OF MINUTES

2.1. Minutes of the South Cariboo Rural Directors Caucus - September 8, 2014

SCR.2015-2-2

That the minutes of the South Cariboo Rural Directors Caucus meeting held September 8, 2014, be received and adopted.

By Consensus

4. REPORTS AND CORRESPONDENCE

4.1. South Cariboo Appointments to Committees for 2015

SCR.2015-2-3

That the agenda item summary from Lore Schick, Deputy Corporate Officer, dated February 10, 2015, regarding appointments to various South Cariboo committees for 2015, be received. Further, that the following appointments are made:

1. Chamber of Commerce (without meeting remuneration) – Director Wagner
2. South Cariboo Sustainability Committee (without meeting remuneration) – Director Coakley
3. South Cariboo Community Enhancement Foundation (without meeting remuneration) – Director Coakley

By Consensus

6. ADJOURNMENT

SCR.2015-2-4

That the meeting of the South Cariboo Rural Directors Caucus be adjourned at 4:50 p.m., February 16, 2015.

By Consensus

Chair

100 Mile House Detachment



Quarterly Policing Report Oct 1st to Dec 31st, 2014

Prepared By: S/Sgt. Blake WARD
Detachment Commander
2015-02-04

INTRODUCTION

Please find a summary of the activities of the 100 Mile House RCMP Detachment for the third quarter of fiscal year 2014/15 (Oct 1st to Dec 31st, 2014)

HUMAN RESOURCES

Our staffing levels gradually returned to normal over this last quarter and we even ended the quarter with an extra Cst.

In November, our Cst. that had been seconded to Alexis Creek Detachment returned and resumed his duties here in 100 Mile House and in early December, our Cpl. who had been seconded to Anahim Lake returned as well. Our most junior Cst. successfully completed his Field Coaching Program during this last quarter and has been taking his fair share of investigations.

There are currently 2 members of the 100 Mile House RCMP Detachment who are under transfer notice but have not been able to sell their homes. In the meantime, at the end of December, Cst. Candace KNUDSEN, who is to replace one of these outgoing members, transferred in from Burnaby RCMP. Cst. KNUDSEN has over 4 years of experience and seeing that she is originally from the Bella Coola area, it is expected that she will fit in the 100 Mile House area very well. With the addition of Cst. KNUDSEN, we temporarily have an extra member so starting in Jan 2015, we will have two members working in our Crime Reduction Unit focusing on our most prolific and highest risk offenders.

Headway was also seen in regards to our office staff. In December we were able to see our vacant part time front office position filled by Tracey HAMILTON.

100 Mile House Detachment currently consists of the following positions. Each member filling those positions is listed below:

Detachment Commander:	S/Sgt. Blake WARD
Detachment Operations Supervisor:	Sgt. Don McLEAN
Shift supervisor	Cpl. Clint Lange
Shift supervisor	Cpl. Brian LAMB
Provincial Detachment Investigators:	Cst. Samantha LUKASH
	Cst. Matthew ZIEMER
	Cst. Russell MANTE
	Cst. Jason FLETT
	Cst. Daniel KO
	Cst. Blaine CAINES
	Cst. Mathew YOUNG
	Cst. Sebastian LIPSETT
	Cst. Candace KNUDSEN
First Nations Policing Investigator:	Cst. Claire MYER
Crime Reduction Coordinator	Cst. Adolph FRIESEN
Detachment Office Manager	Mrs. Heidi MEIER
Detachment Services Assistants	Mrs, Holly McDOUGALL
	Mrs. Marie-Anne SCHWEITZER
	Mrs. Sue PALASTY

Victim Services Coordinator

Mrs. Laurel KNUDSON
Ms. Tracey HAMILTON
Mrs. Myra NEWSTEAD

NEW DETACHMENT

The New Detachment continued to progress over this last quarter with some delays due to supplies and sub-trades. The Contractor still believes they will be done around the end of February, however there will be some items that will not be done until spring such as landscaping. Detachment employees have been involved in identifying additional equipment required for the new detachment and taking steps to secure same.

TRAINING

Detachment personnel continued to participate in various training opportunities to further develop or enhance their skills. With changes in technology, the majority of the detachment received training on the new roadside breath testing equipment called Field Sobriety Testing (FST) and implemented the use of the new instrument. We were also able to have a member attend the Intoximeter course which adds to our ability to conduct impaired driving investigations. Another member attended the Basic Water Transport course, further increasing our detachment complement of vessel operators.

The ability to conduct online training continued throughout this last quarter with members completing Human Source Management courses, First Nations Awareness courses, Workplace Violence training, Domestic Violence courses, and Canada Labor Code training.

Training within the detachment isn't limited to the police officers as our office staff needs to maintain their skill sets as well. As part of our cross training initiative within the detachment, PRIME – Court Liaison training was received this last quarter and further training opportunities are planned for this next quarter. The office staff as well as our guards and Auxiliaries also completed some online training such as the Workplace Violence training.

FINANCIAL MANAGEMENT

The 100 Mile House RCMP has continued to be plagued with expenses related to an aging vehicle fleet. It is expected that 4 of these vehicles will be replaced this coming year which should assist in reducing our future repair costs. Overtime costs, specifically associated to court, have further attributed to financial pressures over this last quarter placing us in an over budget position. Fiscal restraint for discretionary spending has been occurring for a few months in anticipation of this position, and will continue until the end of this fiscal year.

ANNUAL PERFORMANCE PLAN

D) SUBSTANCE ABUSE - Drugs

The 100 Mile House members have continued to focus on source development over this last reporting period. Even though no additional sources have been engaged, members have continued to gather intel from the current human sources and further investigations within our detachment area. Members have continued to initiate contact with persons in the area working towards recruitment of additional sources.

School drug talks and presentations continued over this last quarter with having already reached our target for the year. Regardless, not all school groups have been engaged so work will

continue on this throughout the next quarter.

Measure	From	To	Target Status Current 1/4	Target Status Year to Date
1) # of human sources	2	5	3	3
2) # of drug awareness presentations	0	16	6	17

II) ROAD SAFETY - traffic

The detachment's Checkstop initiative has continued to be productive throughout this last quarter and is on track and so are the high visibility patrols. We have seen a drop of 16% in impaired driving investigations (from 38 to 32) during the same quarter last year. It is believed that these high visibility enforcement initiatives have aided by being a deterrent in discouraging drinking and driving. The final initiative involving tracking of traffic related contacts saw a jump during this quarter. Out of the 225 traffic stats, 45 were violation tickets and 180 were warnings. These numbers greatly increased over this last quarter due to the increase in checkstops and targeted patrols.

Measure	From	To	Target Status Current 1/4	Target Status Year to Date
1) # targeted checkstops per year	0	48	11	34
2) # Targeted patrols per year	0	120	48	109
3) # Recorded traffic stats	700	800	225	474

III) CRIME REDUCTION

The curfew and release condition check initiative has proven to be a difficult one to address. This is largely in part to the significant drop of persons on verifiable and enforceable conditions. Currently, there are only 2 persons on conditions that can be checked. Members have been conducting checks as appropriate and have forwarded a breach charge as a result of one not being compliant.

Over this last quarter, our staffing levels stabilized enough to staff our Crime Reduction Coordinator position with Cst. Adolph FRIESEN. He has begun to develop our Crime Reduction Strategy focusing on identifying and targeting those individuals throughout our detachment area that are responsible for the majority of the crime.

Measure	From	To	Target Status Current 1/4	Target Status Year to Date
1) Curfew and Release condition checks (50 per member)	0	500	11	17

IV) RESPECTFUL WORKPLACE

The members and staff within 100 Mile House Detachment continues to maintain high morale and work well together. Staff meetings and family get gatherings have continued throughout this quarter with good participation by all.

STATISTICS

From Oct 1st, 2014 Dec 31st, 2014, 100 Mile House RCMP handled 925 Calls for service of which 39 were unfounded leaving 886 actual complaints or self-generated investigations. This is up 2.7% from the same period in 2013/14 where 917 calls for service were received of which 54 were unfounded leaving 863 actual complaints. Below is a breakdown of the category of offences:

	<u>2013/14</u> <u>(Q3)</u>	<u>2014/15</u> <u>(Q3)</u>	<u>Difference</u>
Crimes against the Person	52	52	N/C
Crimes against Property	111	114	+2.7%
Other Criminal Code	32	52	+62.5%
Controlled Drug and Substance	37	24	-35.1%
Other Federal Statutes	4	6	+50.0%
Provincial Statutes	70	57	-18.6%
Other	516	546	+5.8%
Traffic (C.C.C)	41	35	-14.6%

The significant areas of change were examined in further to identify any trends or issues of concern. These areas were “Other Criminal Code”, “Controlled Drug and Substance”, “Provincial Statutes”, “Other”, and ‘Traffic (C.C.C.)”.

In the Other Criminal Code category, the large increase can partly be attributed to a significant increase in “Cause a Disturbance” investigations which rose to 30 over this last quarter as compared to 13 over the same period last year. The other file types with a significant increase were Breach of Probation investigations which rose to 7 as compared to none during the same period in 2013.

In the Controlled Drug and Substance category, during the third quarter of 2013, all files dealt with cannabis except for 2 information only files for cocaine and heroin. During this same period in 2014, overall the number of investigations was down. In looking further into this last quarter, 100 Mile House members had embarked on a possession of cocaine investigation which resulted in charges as well as investigations into trafficking of cocaine. The remainder of the Controlled Substance investigations was related to cannabis.

The decrease in Provincial Statutes of 18.6% was spread out to various types of investigations with the number of Mental Health investigations being responsible for the majority. Mental Health investigations dropped from 16 during this period in 2013 to 11 for 2014.

The “Other” category of investigations covers many of the various other public safety duties that are not captured elsewhere. Animal calls, suspicious person calls and abandoned 911 calls combined for substantial portion of the increase. The other call type which increased was a direct result of our Traffic initiative. Whenever members conduct a checkstop, a file is generated to capture details of the checkstop. As we have increased the number of checkstops conducted, this has relayed into an increase in the “other” category of investigations.

The final category that saw a noticeable change from last year was a drop in Traffic – Criminal Code related. This drop is attributable to a drop in Impaired Driving investigations. Part of this drop is related to the option for members to utilize the Integrated Roadside Prohibition under Provincial Legislation rather than the Criminal Code.

A total of 40 prisoners were lodged in 100 Mile House RCMP cells over this reporting period in 2014 as compared to 32 for the third quarter of 2013. This is an increase of 25%.

The calls for service for this third quarter of 2014/15 were broken down into zones as follows:

	<u>2013/14</u> (Q3)	<u>2014/15</u> (Q3)	<u>Difference</u>
District of 100 Mile House	338	383	+13.3%
NE of 100 Mile House including community of Forest Grove	148	144	-2.7%
NW of 100 Mile House including community of Lac La Hache and 108 Mile House	128	118	-7.8%
SW of 100 Mile House	37	28	-24.3%
SE of 100 Mile House including communities of Lone Butte and Interlakes	157	141	-10.2%
Canim Lake and associated reserves	13	19	+46.2%

COMMUNITY POLICING PROGRAMS

The following is a list of some activities or events where 100 Mile RCMP members were involved, either on or off duty:

- Volunteer coach in youth hockey.
- Volunteer instructor in 100 Mile House Kokoru Judo Club.
- Being an active participant on the Interagency Case Assessment team (ICATS) regarding domestic violence.
- Remembrance Day ceremonies – 100 Mile House and Forest Grove as well as various schools
- Foot patrols through town
- Violence Against Women In Relationship meetings
- PARTY Program
- DARE program

Proactive patrols were also conducted at the following community events:

- Wrangler’s Junior B Hockey Games
- Halloween Dance – Canim Lake
- Comedy Night
- Forest Grove Dance
- Christmas Concert – Canim Lake

YOUTH / SCHOOL LIAISON PROGRAM

Below are the school liaisons officers to each school. The role of these officers is to try and bridge the gap between our youth and the RCMP members. Members are further encouraged to participate in after school programs and activities whenever possible. These school liaisons are also responsible to work with their respective schools and ensure safety plans are reviewed annually and contain accurate information.

School Liaison Program:

Peter Skene Ogden -	Cpl. Clint LANGE & Cpl. Brian LAMB
100 Mile Elementary School -	Cst. Samantha LUKASH
108 Mile Elementary School -	Cst. Jason FLETT / Cst. Adolph FRIESEN
Bridge Lake Elementary School -	Cst. Daniel KO
Eliza Archie Elementary School -	Cst. Claire MYERS/ Cst. CAINES
Forest Grove Elementary School -	Cst. Matthew ZIEMER/ Cst. CAINES
Horse Lake Elementary School -	Cst. Russel MANTE
Lac La Hache Elementary School -	Cst. Sebastian LIPSETT
Storefront -	Cst. Sebastian LIPSETT
Thompson Rivers University -	Cst. Mathew YOUNG

Over the course of this last quarter, members were proactive and attended the various schools over 23 times.

Cariboo Chilcotin Traffic Services – by Cpl. Darren KING

Cariboo Chilcotin Traffic Services is a 4 member unit with a Corporal and 3 Constables located in the 100 Mile House Detachment. Darren KING recently arrived in October 2014 from Kamloops BC and is the new Corporal in charge bringing the unit to full strength for the first time since late 2010. The unit commander is Sgt Micheal HACKER who is located in Williams Lake and oversees both the Williams Lake and 100 Mile House traffic units. The Traffic Service Units Key responsibility is to reduce Serious Injury and Fatal Motor Vehicle collisions through targeted enforcement and education of Provincial and Criminal Code Statutes. To date we have not had any fatal collisions in our jurisdiction.

Cariboo Chilcotin Traffic Services Unit also has 5 Strategic Enforcement Priority Objectives:

- 1) Impaired Driving
- 2) Seatbelts/Distracted Driving
- 3) Aggressive Driving
- 4) Commercial Vehicles
- 5) Criminal Interdiction

Several initiatives were conducted this quarter with our partners including CVSE (Commercial Vehicle Safety Enforcement) roadchecks, Counter Attack Impaired Driving roadchecks and Radar/Laser enforcement with member of the 100 Mile House Detachment. In comparing the last quarters of 2013 to 2014 we have seen a decrease in charges for all areas except for Impaired driving which is up slightly from 4 to 7.

Through continued enforcement and education we hope to see a further decrease next year.

CONCLUSION

As I close in on completing a full year in 100 Mile House, I am very happy with the dedication and determination of my staff. Change is always resisted, largely due to the unknown, but my members have accepted their added responsibilities and accountability favourably. I am proud to say that I am part of the 100 Mile House team and I am looking forward to our continuing attempts to improve on our Public Safety services.

On a personal note, my wife and I have settled into our new home and enjoying our first winter in the Cariboo. I have to admit that I have had to get use to dry skin and defrosting windows, but these little “cons” don’t hold a candle to the “pros” we have experienced. Aside from the beauty of the area, we have enjoyed getting to know people and taking a small part in a variety of community functions. There are so many activities and events going on within the area, at times it is difficult to choose what to do.

Over the next few weeks, I will be looking to try and set up meetings to discuss Public Safety and determine priorities for the 2015/16 fiscal year. Please drop me a line or give me a call to discuss anything related to this Quarterly Report or any other issue.

Thank you,

S/Sgt. Blake WARD
Detachment Commander
100 Mile House RCMP



Date: 11/02/2015

AGENDA ITEM SUMMARY

To: South Cariboo Rural Directors Caucus Committee

And To: Janis Bell, Chief Administrative Officer

From: Darron Campbell, Manager of Community Services

Date of Meeting: South Cariboo Rural Directors Caucus_Mar09_2015

File: 7820-04

Short Summary:

Letter Report from BC Transit Regarding Potential Service to Lone Butte and Forest Grove

Voting:

Consensus

Memorandum:

At its meeting in June 2014 the South Cariboo Rural Directors Caucus passed the following resolution which was endorsed by the Regional District Board June 27, 2014.

That BC Transit be requested to complete a high level analysis of service options and cost for potential transit service to Forest Grove and Lone Butte.

The high level letter report from BC Transit (BCT) is attached. In summary, the conclusions of the report are that transit service to Forest Grove is not cost effective due to the distance and sparse population. Service to Lone Butte one day per week (Option 1) would result in an annual cost of \$15,500 with a net cost to the Regional District of \$6,000. Service two days per week (Option 2) has an annual cost of \$31,200 with a net cost to Regional District of \$11,900.

The estimated annual ridership from Lone Butte is 800 for one day per week and 1700 for two days per week. BCT also notes that these estimates may be high, particularly in the early years of the service establishment.

Based on these optimistic ridership estimates, the total cost per one-way ride is \$19.38 (\$7.50 local share) for Option 1, and \$18.35 (\$7.00 local share) for Option 2.

According to BC Transit, the option for an upon-request only HandyDart service to Lone Butte does create resource and logistical concerns for the system and, while possible on a limited basis for a similar cost to the fixed route options, it would be difficult to administer effectively.

The current South Cariboo Transit service is cost-shared at 50% between the District of 100 Mile House and a portion of Area G including the 108 Ranch and south end of Lac La Hache. It would be appropriate that, if new services were added to the system, such as an extension to Lone

Butte, these new service areas would also become a part of the cost-sharing arrangement for the overall transit system at an appropriate level.

Attachments:

BC Transit Letter Report for Service Options to Lone Butte and Forest Grove

Financial Implications:

None at this time, pending decision on next steps. If there is direction to pursue the service extension to Lone Butte, approximately \$5,000 in Feasibility Reserve funds would be required to hold a referendum and establish a new function for cost recovery of transit service provision.

Policy Implications:

Requests for new services must be brought before the Board by June to allow appropriate time for the public assent process, bylaw adoption and budget development for the following year. This process would need to begin sooner if a parcel tax requisition was preferred.

CAO Comments:

Concur

Options:

- 1) Receipt;
- 2) Receipt and other action;
- 3) Defer.

Recommendation:

That the agenda item summary from Darron Campbell, Manager of Community Services, dated February 27, 2015, regarding the letter report from BC Transit for potential transit service to Lone Butte and Forest Grove, be received. Further, that the transit extension not be pursued at this time due to the high cost for the limited service provided.

District of 100 Mile House

February 10, 2015

RE: Analysis of Potential Transit Service Options: Forest Grove and Lone Butte

PURPOSE:

To provide the District of 100 Mile House and its local transit partner the **Cariboo Regional District** with a high-level summary of service options and associated costs, intended to assist the District in determining whether or not to pursue expansion of transit service to Forest Grove and/or Lone Butte.

BACKGROUND:

The District of 100 Mile House with their partner Cariboo Regional District has received requests to expand service to the Lone Butte and Forest Grove areas, outside of the 100 Mile House District. BC Transit, at the request of the District, examined the potential market, costs, infrastructure and staffing impacts of this expansion in service. This letter report is intended to briefly outline options for this increased service and provide the District with the required information to make a decision regarding whether it would wish to pursue any of these options. If the District wishes to increase service, further detailed planning and scheduling work would be undertaken.

EXISTING CONDITION:

The 100 Mile House Transit System provides both fixed route service and door-to-door “handyDART” or custom service for people with disabilities in the District of 100 Mile House and in some areas of the Cariboo Regional District. It also provides a Health Connections trip from 100 Mile House, 103 Mile and 108 Mile Ranch to Williams Lake, three times a week. Request only service to Lac La Hache is provided once a week on Thursdays. Three buses support this service. One bus is used Monday to Friday for fixed route and custom service, a second bus is used to provide the Health Connections Service and a third bus is generally the spare bus.

DISCUSSION – Lone Butte:

Lone Butte is about 17 kilometers southeast of 100 Mile House, which is about a 40 minute round trip. The Lone Butte townsite is small with a general store, community hall and a park. The townsite is a doorway community to the hundreds of recreational lakes in the area. People travel from Lone Butte to 100 Mile House using their own vehicles or hitchhiking.

The 100 Mile House Transit System provides forty scheduled trips per week (not including custom service or the Health Connection trips); this amounts to approximately 50 hours per week of revenue service.

If service to Lone Butte is provided this would add 60 minutes of service for each round trip.

BC Transit reviewed the following three options:

- 1) Two round trips one day per week the bus would serve Lone Butte once a week. This would enable people living in Lone Butte to come into town for shopping, medical appointments, etc. and then head back after running their errands. This service would consist of two round trips as follows :

Trip 1:

- One Hundred Mile to Lone Butte via Horse Lake Road (in revenue service, collecting passengers)

- Lone Butte to One Hundred Mile House via Hwy 97 (in revenue service, collecting passengers)
- Trip 2:
- One Hundred Mile House to Lone Butte via Horse Lake Road (in revenue service, returning passengers)
 - Lone Butte to One Hundred Mile House via Hwy 97 (in revenue service, returning passengers)

The running time allotted for each round trip is 60 minutes to ensure the service is reliable and to enable deviations along the route to pick up/drop off people with disabilities that might need door to door service. After the bus has brought people into town, it would head back 3 hours later to Lone Butte to drop off passengers, allowing people enough time in town.

The two round trips a week will add 120 minutes to the weekly revenue hours of scheduled service. It is to be noted here that any additional hours added to the schedule will be done in four hour blocks to be in compliance with BC Labor Laws. So while the additional round trips will account only for 2 extra hours in a day, a four hour block of additional work will occur, two hours of which could be committed to HandyDart service.

- 2) Two round trips per day, two days per week: the bus would serve Lone Butte twice a week. Twice a week service can be provided in the following way :
 - a. One round trip on two different days
This would entail two round trips on two different days of the week (ideally Tuesday and Thursday). It would add four hours each day for two days to the weekly revenue hours of scheduled service. However this service could also require a split shift and 2 drivers, which would be an additional cost.

Table 1.0 below shows the split of the resources and the costs associated with each option. Costs are based on preliminary 2014/15 Annual Operating Agreement budget amounts for the existing 100 Mile House system.

INFRASTRUCTURE AND RESOURCES REQUIRED:

Buses: The transit system currently has three buses, two are used in revenue service and the third one is a spare. Since both options are being proposed utilizing the bus that is scheduled for the Health Connections Service, no additional vehicle will be required, assuming no mechanical breakdowns occur.

Drivers: Driving staff currently consists of: 1 full time driver and 2 spare drivers in addition to a supervisor, who also drives. At this time no additional drivers will be needed to complete the additional work, however, some additional costs might be incurred in terms of driver's salary for the increase in scheduled service. It is possible to mitigate additional costs by developing a schedule that minimizes overtime hours by drivers.

Roads: The bus is expected to traverse on Highway 97 and Horse Lake Road, both of which are paved and are maintained in good condition. The speed limits on both roads vary from 50 km/h to 80km/h. No stops are encouraged on the highway, however, on Horse Lake Road; in lower speed zones (40 to 50 km/h) stops on the gravel shoulders might be possible during the day.

RECOMMENDATION:

Should the District wish to proceed, BCT recommends the “once a week” option be implemented on a trial basis for a period of six months. If the benchmarks are reached, after this trial period, this service can be made permanent.

BC Transit recommends this option because a similar extension of service was implemented in 2011 to the Forest Lake and Deka Lake areas and ridership was limited to 2 regular riders and a very limited number of non-regular riders and which led to service being discontinued due to lack of ridership.

DISCUSSION – Forest Grove:

Forest Grove is approximately 24 kilometers to the northwest of 100 Mile House. The low population density in Forest Grove, its distance from One Hundred Mile House, combined with the limited resources of the 100 Mile House System make it cost prohibitive to provide regular transit service to this area.

Given existing population densities and resources required to provide service, no service to this area is recommended at this time. Should population patterns significantly change, the District and its partners are welcome to request a follow up analysis.

NEXT STEPS:

This report is provided for the information of the District of 100 Mile House and its partners. Should local partners wish to pursue an extension to service, they are required to approve commitment to the local share of costs shown in the attached table and request that BC Transit build this expansion request into its next three year service plan for consideration as part of its request for provincial funding.

Once local and provincial funding receive approval, a more detailed service discussion document would be developed to confirm operational details and budget, including routing, schedules, bus stops, benchmarks and marketing materials.

Prepared by: Shilpa Panicker
Senior Transit Planner

Submitted by: Gina Curran
Senior Regional Transit Manager
(250) 995-5736

Table 1.0: Table illustrating split of costs, revenues and hours to support expansion of service to lone Butte.

Option	Service Proposal	Additional Vehicles	Extra Service Hours* per week	Extra Service Hours* per year	Split of revenue hours	Total Revenue^^	Lease Fees (local share)	Total Costs (Operating Cost and Vehicle Costs)**	Net Municipal Share of Costs (Annual)^	Projected ridership	Comments
1	Expand service to Horse Lake Road and Lone Butte, two round trips per day, one day per week, ideally on Thursday, when the second bus is not being used	0	4 hrs	200 hrs	100 hrs for fixed route, 100 hrs for Handy Dart	\$1400	-	\$15,500	\$6,000	800^^^	Hours are approximates, a final schedule will provide accurate hours
2	Expand service to Horse Lake Road and Lone Butte, one round trip, two days per week, one provided on Tuesday and one on Thursday.	0	8 hrs	404 hrs	240 hrs for fixed route, 164 hrs for HandyDart	\$2,900	-	\$31,200	\$11,900	1700^^^	Hours are approximates, a final schedule will provide accurate hours

*Estimated resources may change based on a more detailed schedule analysis of service options

**Final costs may change based on final budgets and confirmation of final operational details

^Net local share of costs includes annual lease fees using an estimate of \$33,000 for a medium-duty vehicle. These fees do not include BC Transit's share of cost.

^^The rides and total revenue figures shown here are based on an estimate of the first 12 months following implementation. The ridership is based on an average of the existing ridership, it does not take into account the split up revenue hours between HandyDart and Fixed Route Service.

^^^ Ridership figures are projected from current trends, these numbers are high and do not accurately reflect the beginning of service, when ridership will be low.