

# Columbia Valley Services Committee

## Amended Agenda



January 9, 2020

10:45 am

**Members:** Directors Sterzer (Chair), Director Miller (Vice Chair), Director Reinhardt, Director Clovechok and Director Wilkie

**Voting Rules:** Unless otherwise indicated on this agenda, all Directors have one vote and a simple majority is required for a motion to pass.

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5. Invited Presentations & Delegations	
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*5.3 Columbia Valley Chamber of Commerce - Transportation Study Andrea Tubbs, President, Columbia Valley Chamber of Commerce	37
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- 9. Bylaws
- 10. Late Agenda Items
- 11. Reports from Directors
- 12. Adjourn to Closed



## MINUTES OF THE COLUMBIA VALLEY SERVICES COMMITTEE MEETING

**December 5, 2019**  
**Regional District Office, Cranbrook, BC**

PRESENT:	Committee Chair K. Sterzer Director C. Reinhardt Director A. Miller Board Chair R. Gay Director S. Clovechok Director G. Wilkie	Village of Canal Flats Village of Radium Hot Springs District of Invermere Electoral Area C Electoral Area F Electoral Area G
STAFF:	S. Tomlin S. Moskal C. Thom	Chief Administrative Officer Corporate Officer Executive Assistant (Recording Secretary)

### Call to Order

Committee Chair Karl Sterzer called the meeting to order at 5:46 pm.

### Addition of Late Items

MOVED by Director Reinhardt  
SECONDED by Director Miller

THAT the following late item for the agenda be approved:

- Street Light - Highway 93/95 and Cooper Road

CARRIED

### Adoption of the Agenda

MOVED by Director Miller  
SECONDED by Director Clovechok

THAT the agenda for the Columbia Valley Services Committee meeting be adopted as amended.

CARRIED

### Adoption of the Minutes

#### September 5, 2019 Meeting

MOVED by Director Reinhardt  
SECONDED by Director Clovechok

THAT the Minutes of the Columbia Valley Services Committee meeting held on September 5, 2019 be adopted as circulated.

CARRIED

### New Business

#### Columbia Valley Physician Recruitment

48878

MOVED by Director Reinhardt  
SECONDED by Director Clovechok

THAT the Columbia Valley Chamber of Commerce's November 17, 2019 Columbia Valley Physician Recruitment Initiative proposal be accepted;

and further, that Director Clara Reinhardt be appointed to represent the RDEK on the project steering committee.

CARRIED

**Columbia Valley Centre 2020 - 2024 Funding**

48879

MOVED by Director Miller

SECONDED by Director Reinhardt

THAT the request from the District of Invermere for funding of the Columbia Valley Centre be considered during budget deliberations.

CARRIED

**Late Agenda Items****Street Light - Highway 93/95 and Cooper Road**

48880

MOVED by Director Clovechok

SECONDED by Director Reinhardt

THAT a letter be sent to the Ministry of Transportation and Infrastructure requesting that a street light be installed at the intersection of Highway 93/95 and Cooper Road.

CARRIED

**Adjourn to Closed**

MOVED by Director Reinhardt

SECONDED by Director Wilkie

THAT the meeting adjourn to a Closed Columbia Valley Services Committee meeting to consider the following matters:

1. Columbia Valley Scale Operations Contract – Section 90(1)(j) of the *Community Charter* information prohibited, or information that if it were presented in a document would be prohibited, from disclosure under section 21 of the *Freedom of Information and Protection of Privacy Act*; and,
2. Invermere Public Library Board Appointments – Section 90(1)(a) of the *Community Charter* personal information about an identifiable individual who is being considered for a position appointed by the RDEK.

CARRIED

The meeting adjourned to closed at 5:56 pm.

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Committee Chair Karl Sterzer

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Shannon Moskal, Corporate Officer

## Connie Thom

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**Subject:** FW: AGENDA - FW: January 9th

**From:** Stephanie Van de Kemp

**Sent:** January 1, 2020 7:46 PM

**To:** Shannon Moskal <[smoskal@rdek.bc.ca](mailto:smoskal@rdek.bc.ca)>

**Subject:** Re: January 9th

Hi Shannon,

Is it still possible to present at the Columbia Valley Committee Meeting on January 9th? If so, can you please send me location and time? If not, when will the next meeting take place?

My responses to your questions:

1. Plastic Pollution in the Columbia Valley
2.
  - Presentation of petition <http://chng.it/Gt45TBKJwz> (1077 supporters as of January 1, 2020), requesting DOI and RDEK to implement a comprehensive single-use plastic strategy, beginning with a bylaw to ban single-use plastic bags
  - Information on plastic pollution in Canada
  - Summary of initiatives and leaders in “zero waste” and plastic bylaws in Canadian communities
3. Stephanie Van de Kemp
4.
  - Create a comprehensive plastic strategy, beginning with a bylaw banning single use plastic bags
  - Implement a minimum charge for paper and reusable bags to encourage BYO bag behaviour
  - Replace single use plastics with compostable or re-usable options
  - Create a zero plastic strategy
5. Yes, visual. I have an Apple, will this be an issue? If so, I will speak without the visual presentation.
6. Columbia Valley Committee Meeting on January 9th

Thank you!

Stephanie

**Petition - Plastic Pollution in the Columbia Valley**  
**Submitted by Stephanie Van de Kemp**

<b>Name</b>	<b>City</b>	<b>Country</b>	<b>Signed On</b>
Stephanie Van de Kemp	Invermere	Canada	2019-11-25
Kimberley Estabrooks	Invermere	Canada	2019-11-25
Cam Gillies	Invermere	Canada	2019-11-25
Diane Lapointe	Invermere	Canada	2019-11-25
Hannah Garvie-Ransen	Invermere	Canada	2019-11-25
Duncan Whittick	Invermere	Canada	2019-11-25
Jillian Cochrane	Invermere	Canada	2019-11-25
Jasmine Schacher	Cochrane	Canada	2019-11-25
Doug Clovechok	Victoria	Canada	2019-11-25
Jocelyn Withell	Calgary	Canada	2019-11-25
Kyra Warren	Invermere	Canada	2019-11-25
Anne Iussier	Canal flats	Canada	2019-11-25
Janet Watson	Invermere	Canada	2019-11-25
Kerilyn Pitaoulis	Revelstoke	Canada	2019-11-25
celine duburg anchen	montevideo	Uruguay	2019-11-25
Manu S-M	Hamilton	Canada	2019-11-25
Helen Davies	Invermere	Canada	2019-11-25
Jasminka Zumberovic-Stich	Invermere	Canada	2019-11-25
Lisa McIntosh	Calgary	Canada	2019-11-25
Andrea Beattie	Calgary	Canada	2019-11-25
Masha Stich	Invermere	Canada	2019-11-25
Aurora Orchiston	Invermere	Canada	2019-11-25
Dawn Stringer	Calgary	Canada	2019-11-26
Meredith Hamstead	Invermere	Canada	2019-11-26
Natalie Ruby	Invermere	Canada	2019-11-26
Beth OFee	Invermere	Canada	2019-11-26
Lynn Ruby	Cranbrook	Canada	2019-11-26
Jodi Down	Toronto	Canada	2019-11-26
Helen Roberts	New Westminster	Canada	2019-11-26
Doug Charlton	Invermere	Canada	2019-11-26
Leanne Brooks	Invermere	Canada	2019-11-26
andrea prentice	Campbell River	Canada	2019-11-26
Patty Glennon	Brisbane	Australia	2019-11-26
Jody Leblanc	Invermere	Canada	2019-11-26
Dan Charpentier	Somers	Australia	2019-11-26
Brier Albano	Medicine Hat	Canada	2019-11-26
michelle rievaj	Windermere	Canada	2019-11-26

Susi Rieger	Invermere	Canada	2019-11-26
Marianne Kinley	Vancouver	Canada	2019-11-26
Angelika Weder	Invermere	Canada	2019-11-26
Sheenah King	Invermere	Canada	2019-11-26
Julie Dodds	Windermere	Canada	2019-11-26
Jodi Casey	Invermere	Canada	2019-11-26
MJ Burrows		Canada	2019-11-26
Ilija Stankovski	Invermere	Canada	2019-11-26
Mandi McRobbie	Invermere	Canada	2019-11-26
dima habbal	Mississauga	Canada	2019-11-26
Tanya Dann	Calgary	Canada	2019-11-26
Julia Johnson	Calgary	Canada	2019-11-26
Sophia Bianchi	Cranbrook	Canada	2019-11-26
Jess Wall	Invermere	Canada	2019-11-26
Lena De la bouere	Montréal	Canada	2019-11-26
Sophie Timmermans	Invermere	Canada	2019-11-26
Michael Hutchinson	Invermere	Canada	2019-11-26
Guilhem Nicque	Saint-paul	Réunion	2019-11-26
Alexis Krueger	Invermere	Canada	2019-11-26
Mary Dodds	Calgary	Canada	2019-11-26
Dominic Radford	Victoria	Canada	2019-11-26
Rob Fitzsimmons	Invermere	Canada	2019-11-26
Curtis Paige	Invermere	Canada	2019-11-26
Patrick Tolchard	Radium Hot Springs	Canada	2019-11-26
Charlene Wilisky	Invermere	Canada	2019-11-26
Angela Eugene	Invermere	Canada	2019-11-26
Cielle Cowles	Surrey	Canada	2019-11-26
Becky Wiegert	Invermere	Canada	2019-11-26
Rhianda Linsdell	Kelowna	Canada	2019-11-26
Findlay Whittick	Invermere	Canada	2019-11-26
Greg Adams	Revelstoke, BC	Canada	2019-11-26
simon Chamberland	Rigaud	Canada	2019-11-26
Alexis Temes	Radium hot springs	Canada	2019-11-26
Charlett Cato-Borioni	Toronto	Canada	2019-11-26
RAY VOWELS	Invermere	Canada	2019-11-26
Luca Whittick	Invermere	Canada	2019-11-26
Zoe McGull	Oshawa	Canada	2019-11-26
Ruthanna Penton	Calgary	Canada	2019-11-26
Stephane Gervais	Fairmont Hot Springs	Canada	2019-11-26
Sandra Nelson	Invermere	Canada	2019-11-26
Meaghan Lange	Invermere	Canada	2019-11-26

hahah wtv	Montréal	Canada	2019-11-26
Kirk Dubielewicz	Invermere	Canada	2019-11-26
Sandy Kalesnikoff	Invermere	Canada	2019-11-26
Colleen Weatherhead	Invermere	Canada	2019-11-26
Jessi Ingalls	Radium hot springs	Canada	2019-11-26
scott dubielewicz	Invermere	Canada	2019-11-26
Nicole Trigg	Radium Hot Springs	Canada	2019-11-26
Lin Egan	Invermere	Canada	2019-11-26
Julia Staniszewski	Invermere	Canada	2019-11-26
Trisha Conrad	Calgary	Canada	2019-11-26
Merissa Reid	Calgary	Canada	2019-11-26
Helen Breau	Invermere	Canada	2019-11-26
Tara Whittick	Invermere	Canada	2019-11-26
Catherine Swidinski	Calgary	Canada	2019-11-26
krysta helmer	Invermere	Canada	2019-11-26
Kayja Becker	Invermere	Canada	2019-11-26
Gary Shultz	Invermere	Canada	2019-11-26
Sierra Franklin	Canal Flats	Canada	2019-11-26
Gabriel Retana	Ottawa	Canada	2019-11-26
Carolyn Inglis	Invermere	Canada	2019-11-26
Skylar Janzen	Invermere	Canada	2019-11-26
Kris Murrell	Invermere	Canada	2019-11-26
Isaac Vasquez	Calgary	Canada	2019-11-26
Richelle Loeppky	Invermere	Canada	2019-11-26
Radioactive Stereo	Port Alberni	Canada	2019-11-26
Jen Abra	Invermere	Canada	2019-11-26
Riley Hayward	Victoria	Canada	2019-11-26
Dawn Attorp	Invermere	Canada	2019-11-26
Melissa Altmann	Invermere	Canada	2019-11-26
Lyle Wilson	Windermere	Canada	2019-11-26
Shannon McGinty	Invermere	Canada	2019-11-26
Ania Cronin	Invermere BC	Canada	2019-11-26
Alison Costantino	Oakville	Canada	2019-11-26
Jasmyn Payne	Essex	Canada	2019-11-26
CJ Matthews-Dickson	Invermere	Canada	2019-11-26
ethan wand	Comox	Canada	2019-11-26
Dan Teleki	Edgewater	Canada	2019-11-26
Andrea Salzbrenner	Invermere	Canada	2019-11-26
Marta Savill	Revelstoke	Canada	2019-11-26
Kylie Jacobs	Toronto	Canada	2019-11-26
Lorna Hogg	Invermere	Canada	2019-11-26



Julie Kronlund	Golden , BC	Canada	2019-11-26
Kayla Kerr	Radium Hot Springs	Canada	2019-11-26
Marnie Crowe	Sointula	Canada	2019-11-26
Kate F	Surrey	Canada	2019-11-26
Esther Aniogbe	Abbotsford	Canada	2019-11-26
Shawn Kienitz	Cochrane	Canada	2019-11-26
Kitty Sun	Surrey	Canada	2019-11-26
Jason Willick	Nanaimo	Canada	2019-11-26
Blake Anderson	Invermere	Canada	2019-11-26
Susana Muñoz	Madrid	Spain	2019-11-26
yolanda schultes	Wittenbach	Switzerland	2019-11-26
Petra Hegenscheidt	Essen	Germany	2019-11-26
Eva Maria Genovese	Muttenz	Switzerland	2019-11-26
John Meisner	Guelph	Canada	2019-11-26
Lisa Godlien	Radium	Canada	2019-11-26
Farron Rickerby	Vancouver	Canada	2019-11-26
Stadtmueller Petra	Erlensee	Germany	2019-11-26
Katalin Kónya-Jakus	Szatymaz	Hungary	2019-11-26
Anja Schmid	Ennetbaden	Switzerland	2019-11-26
Alexandra Juvancic	Kirchdorf an der Krems	Austria	2019-11-26
Paulina Winkowska	Krakow	Poland	2019-11-26
Rosi Zang	Aschaffenburg	Germany	2019-11-26
Zara Zee	Invermere	Canada	2019-11-26
Djamila grouci	Paris	France	2019-11-26
Nicolette Ludolphi	Bremen	Germany	2019-11-26
Tiziana Dordoni	via xx settembre 11 Corsico mil	Italy	2019-11-26
Cameryn Martin	Elmira	Canada	2019-11-26
Brianna Seel	Fairmont Hot Springs	Canada	2019-11-26
Carolyn Kurtz	Invermere	Canada	2019-11-26
Silvia Steinbrecher		Germany	2019-11-26
Agnès MOREAU		France	2019-11-26
Pauline Chevanne	Canal Flats	Canada	2019-11-26
Joanne Tamlin	Invermere	Canada	2019-11-26
Maria Van Geel	Zdroisko	Poland	2019-11-26
Alana Hurvid-Bouchard	Windermere	Canada	2019-11-26
Sarah Dolezal	Invermere	Canada	2019-11-26
Anne Morin	Radium Hot Springs, BC	Canada	2019-11-26
Thomas Burnyeat	Calgary	Canada	2019-11-26
Stephanie Moneo	Invermere	Canada	2019-11-26
Andrea Kormylo	Calgary	Canada	2019-11-26
Bailey Mitchell	Baclaran	Canada	2019-11-26

Mags Roy Mein	Newcastle	UK	2019-11-26
Tracy Young	Windermere	Canada	2019-11-26
Linda Fitzpatrick	Windermere	Canada	2019-11-26
Donna Strand	Invermere	Canada	2019-11-26
Ki Baldwin	Annapolis	US	2019-11-26
Barbara Harrell	Invermere	Canada	2019-11-26
Candice Blakely	Golden	Canada	2019-11-26
Chloe G	Salt Spring Island	Canada	2019-11-26
Jasmin Porschen	München	Germany	2019-11-26
Emily Morris	Delta	Canada	2019-11-26
Marie-Christine Labbe	Invermere	Canada	2019-11-26
Hannah Mciver	Edmonton	Canada	2019-11-26
Thalia Rembala	Bowmanville	Canada	2019-11-26
Alex Grierson	Christchurch	New Zealand	2019-11-26
Mary Lawrie	Fairmont Hot Springs	Canada	2019-11-26
Scott Inglis	Surrey	Canada	2019-11-26
catherine cheneval	LYON	France	2019-11-26
Krista Berg	Radium Hot Springs	Canada	2019-11-26
Adea Claude	Saint quentin	France	2019-11-26
Lindsay LeBourdais	Invermere	Canada	2019-11-26
Sue Sargent	Calgary	Canada	2019-11-26
Erik Eren	Thornhill	Canada	2019-11-26
Keshab Chhetri		US	2019-11-26
Krista Goodman	Invermere	Canada	2019-11-26
Claudia Neuhalphen		Germany	2019-11-26
jocelyne lapointe	Terrebonne	US	2019-11-26
Tess Cassidy	Fanny Bay	Canada	2019-11-26
faduma hassan	Calgary	Canada	2019-11-26
joyce alexander	Edinburgh	UK	2019-11-26
Gloria M. Foster	Brockville	Canada	2019-11-26
Anke O.Schaller	DE	Germany	2019-11-26
Michele Cherot	Trail	Canada	2019-11-26
Rita Shewchuk	Calgary	Canada	2019-11-26
Anne Jardine	Edgewater, BC	Canada	2019-11-26
Andrew Vallender	Ventnor	UK	2019-11-26
Sabine Möhler	sabine.stiker@web.de	Germany	2019-11-26
jade ALF	Blois	France	2019-11-26
Megan Adams	Invermere	Canada	2019-11-26
Kate Frew	Fairmont Hot Sp	Canada	2019-11-26
Rahab Saad	Calgary	Canada	2019-11-26
Carine Lang	Strasbourg	France	2019-11-26

Quinn Abbott	Gander	Canada	2019-11-26
Kat Z	Calgary	Canada	2019-11-26
Irene Nawo-Eichner	Lensahn	Germany	2019-11-26
Emilia Cronin	Vancouver	Canada	2019-11-26
Nicole Costantino	Sturgeon Falls, ontario	Canada	2019-11-26
Sabine Mayr	Innsbruck	Austria	2019-11-26
Marcie Allan	Edgewater, BC	Canada	2019-11-26
sylviane lambert	benon	France	2019-11-26
Catherine Hui	Coquitlam	Canada	2019-11-26
Chase Striegel	London	Canada	2019-11-26
dominique benoit	Villiers-en-Désoeuvre	France	2019-11-26
Miel Llewellyn	Invermere	Canada	2019-11-26
Hanneke Mol	Poortvliet	US	2019-11-26
Maria Bendel	Regina	Canada	2019-11-26
Julia Buttle	Invermere	Canada	2019-11-26
Robyn Moll	Invermere	Canada	2019-11-26
walter schultz	galesburg	US	2019-11-26
logan figbar	Kelowna	Canada	2019-11-26
Jennifer Cope	Invermere	Canada	2019-11-26
Kadie Seel	Canal Flats	Canada	2019-11-26
Sherry Seel	Edgewater bc	Canada	2019-11-26
Kerri Willox	Invermere	Canada	2019-11-26
Jolene Pollard	Edgewater	Canada	2019-11-26
Julien Bouchard	Invermere	Canada	2019-11-26
Anna Luneau	liège	Belgium	2019-11-26
paulo krentz	canoas	US	2019-11-26
Lindsey Henderson	Calgary	Canada	2019-11-26
Jessica Tegart		Canada	2019-11-26
Megan Ballard	Invermere	Canada	2019-11-26
Jody Behan	Invermere BC	Canada	2019-11-26
Paulina Stankovski	Calgary	Canada	2019-11-26
sylvie béclard	cholet	France	2019-11-26
Kaley Flores	Newark	US	2019-11-26
Hannelore Richardson	Duisburg	Germany	2019-11-26
Dominique LANG	Vaison-la-Romaine	France	2019-11-26
Hilda Jensen	Windermere	Canada	2019-11-26
Amy Loukes	Invermere	Canada	2019-11-26
Astrid V.d. Geest	Stadskanaal	Netherlands	2019-11-26
Kylea Sheehan	Vancouver	Canada	2019-11-26
marleen vancoillie	Brugge, Vlaams Gewest, België	Belgium	2019-11-26
Christopher Evans	Leominster	UK	2019-11-26

Peter Pan	Montréal	Canada	2019-11-26
Keagan Farrar	Bellevue	US	2019-11-26
Leah Jossy	Kimberley	Canada	2019-11-26
Jeff Blake	Windermere B.C.	Canada	2019-11-26
Melanie Green	Barnsley	UK	2019-11-26
Bardia Haghgouyan	Hong Kong	Canada	2019-11-26
Travis seel	Calgary	Canada	2019-11-26
Alison Baxendale	Victoria	Canada	2019-11-26
Linda Mickelson	Radium Hot Springs	Canada	2019-11-26
yeet haw		Canada	2019-11-26
April Fox	Kansas City	US	2019-11-26
Ariel Rosenfeld	Lethbridge	Canada	2019-11-27
Kaya Cheng Kmiotek	Vancouver	Canada	2019-11-27
Kshawnn Smith	Las Vegas	US	2019-11-27
Emily Slobodzian	Fairmont Hot Springs	Canada	2019-11-27
Jessica Westman	Kelowna	Canada	2019-11-27
Miranda Wei	Airdrie	Canada	2019-11-27
Josh Dow	Invermere	Canada	2019-11-27
Courtney Seaman	Edgewater	Canada	2019-11-27
Jamie Jones	Calgary	Canada	2019-11-27
Mya Faith	Head of Chezzetcook	Canada	2019-11-27
toby pryndik	Invermere	Canada	2019-11-27
george smith		Canada	2019-11-27
Eleri Smart	Wanaka	New Zealand	2019-11-27
Becca Wright	Invermere	Canada	2019-11-27
Raelyn Rolston	Antigonish	Canada	2019-11-27
Katherine O'Neill	Hamilton	Canada	2019-11-27
Thomas Mayer	Mount Pleasant	US	2019-11-27
Elizabeth Cherevaty	Guelph	Canada	2019-11-27
Jonathan muro	Chicago	US	2019-11-27
leslie erickson	Calgary	Canada	2019-11-27
larissa kurtz	Victoria	Canada	2019-11-27
Nadine Perron	North Bay	Canada	2019-11-27
Alexandra Tanase	Antigonish	Canada	2019-11-27
Ben Welsh	New York	US	2019-11-27
Lauren Mackenzie	Calgary	Canada	2019-11-27
Amanda White	Columbia	US	2019-11-27
Lucas Melanson	Burnaby	Canada	2019-11-27
Tuscany Yourmomlol	Ottawa	Canada	2019-11-27
Denise Jensen	Invermere	Canada	2019-11-27
Alek Hernandez	Elkridge	US	2019-11-27

Jewel Marie	Dawsonville	US	2019-11-27
Catherine Plumb	Invermere	Canada	2019-11-27
Leah Newman	Invermere	Canada	2019-11-27
Camille Dion	Panorama	Canada	2019-11-27
Amy Brown	Invermere	Canada	2019-11-27
Ryan Semeniuk	Edmonton	Canada	2019-11-27
Barbara Evans	Calgary	Canada	2019-11-27
Andrew Frew	Invermere	Canada	2019-11-27
Sonja Poly	Toronto	Canada	2019-11-27
Bradi Morden	Brandon	Canada	2019-11-27
Hunter Mousseau	Antigonish	Canada	2019-11-27
Kimberley Crockett	Invermere	Canada	2019-11-27
Jamie Gillies	Golden	Canada	2019-11-27
Aaron Van de Kemp	Invermere	Canada	2019-11-27
Pascal Kueppers	Fairmont Hot Springs	Canada	2019-11-27
Robyn Ottavainen	Invermere	Canada	2019-11-27
Annie Zehnder	Invermere	Canada	2019-11-27
Katie Israelson	Invermere	Canada	2019-11-27
Ruth Zehnder	Surrey	Canada	2019-11-27
Joselyn Karina Avila Murillo	Invermere	Canada	2019-11-27
Jessie Johnson	Invermere	Canada	2019-11-27
Cynthia Brouillette	La Paz	Mexico	2019-11-27
Caitlin Fuller	Calgary	Canada	2019-11-27
Silvana Koszeg	Burnaby	Canada	2019-11-27
Rebecca Matheson	Invermere	Canada	2019-11-27
Rachel Hagan	Invermere	Canada	2019-11-27
Victoria Schaefer	New Richmond	US	2019-11-27
Samuel Nehaj	Oshawa	Canada	2019-11-27
Alexia Code	Jonesborough	US	2019-11-27
Isabelle Rouleau	Canmore	Canada	2019-11-27
Ethan Raccio	Calgary	Canada	2019-11-27
Lisa Clifton	Invermere	Canada	2019-11-27
Terri Lightfoot	Invermere	Canada	2019-11-27
Sophie Dormal	San Diego	US	2019-11-27
Mike Bultema	San Francisco	US	2019-11-27
Victoria Johansen	Invermere	Canada	2019-11-27
Lenore Black	Markham	Canada	2019-11-27
Malia Pagliuso	Ontario	US	2019-11-27
Claudia Das		Germany	2019-11-27
Trisha Briones	Burnaby	Canada	2019-11-27
Abby Olsen	Abbotsford	Canada	2019-11-27

cathala corine	Pierrelatte	France	2019-11-27
Catherine Kammann	Canmore	Canada	2019-11-27
Rudy Alvarado	San Antonio	US	2019-11-27
Patti Van Zeyl	Wonder	Canada	2019-11-27
Hadrian Trask		Canada	2019-11-27
Kallandra Van Mulligen	Radium Hot Springs	Canada	2019-11-27
Jane Mouly	Invermere	Canada	2019-11-27
Inge Stadler	Hilpoltstein	Germany	2019-11-27
Allissa Marchand	Invermere	Canada	2019-11-27
Cayne Davis	Aledo	US	2019-11-27
Emily Fung	North Vancouver	Canada	2019-11-27
Carli Maybuck	Invermere	Canada	2019-11-27
Valentine Pfaff	Flemington	US	2019-11-27
Marion Schiffers	Brussels	Belgium	2019-11-27
Mohamed Ali	Fort McMurray	Canada	2019-11-27
Karolina Schutzova	Panorama	Canada	2019-11-27
Jarrad Perl	Richmond	Canada	2019-11-27
Johana Roggeman	Radium Hot Springs	Canada	2019-11-27
Melanie Wallace	St. Albert	Canada	2019-11-27
sakaguchi akiko		Japan	2019-11-27
Jennifer Bissonnette	Cranbrook	Canada	2019-11-27
Rachel Jiang	Richmond	Canada	2019-11-27
Zoe Gerlib	Salmon Arm	Canada	2019-11-27
Jennifer Eaden	Panorama	Canada	2019-11-27
Svetlana Wagner		Germany	2019-11-27
Linnea Wrazej	Hamilton	Canada	2019-11-27
Erica Mceown	Sicamous	Canada	2019-11-27
Samantha Tyrrell	Canal Flats	Canada	2019-11-27
Joseph Robert	Kensington and Chelsea	UK	2019-11-27
Ann Hogan	Wexford	Ireland	2019-11-27
Erica Huston	Victoria	Canada	2019-11-27
Odette Lambert	Saint-Lambert	Canada	2019-11-27
Lauren Graham	Portland	US	2019-11-27
Rolf Mense	Puerto Lumbreras/murcia	Spain	2019-11-27
Anne Montarou	Plaisir	France	2019-11-27
Rachelle Gagnon	Drayton Valley	Canada	2019-11-27
Lonnie Morrison	Baton Rouge	US	2019-11-27
Brent Pennell	Spruce Grove	Canada	2019-11-27
Glenys Johnson	Fernie	Canada	2019-11-27
Cheyenne Labadie	Flat Rock	US	2019-11-27
Brenda Choi	Las Vegas	US	2019-11-27

Krista Cords	Springfield	US	2019-11-27
Yeet YEETAMOUS	Prince George's county	US	2019-11-27
Silvia Logan	Ottawa	Canada	2019-11-27
Zoey Neeley	Lancaster	US	2019-11-27
virgil organ	fernie	Canada	2019-11-27
Bailey Yeats	Invermere	Canada	2019-11-27
Ana Gruber	Wolfratshausen	Germany	2019-11-27
miranda Heighington	Lethbridge	Canada	2019-11-27
Ariana Stufano	Invermere	Canada	2019-11-27
Terri Bonacci	Cape Coral	US	2019-11-27
Sol Ballester	Edmonton	Canada	2019-11-27
New McGill	Hialeah	US	2019-11-27
Camryn Carter	Enfield	Canada	2019-11-27
Priscilla Long	Jasper	Canada	2019-11-27
Cara Enke	Lee's Summif	US	2019-11-27
Zoë Schultz	Chesterfield	US	2019-11-27
Chimi Gyaltong	King City	Canada	2019-11-27
Zach Dykstra	Truro	Canada	2019-11-27
Cierra Carrington	Felicity	US	2019-11-27
Mry Wilkes	Tewkesbury	UK	2019-11-27
Bethan Sheldon	Revelstoke	Canada	2019-11-27
Mitchell Baker	Oxford	Canada	2019-11-27
Greg McLeod	Edmonton	Canada	2019-11-27
Arline Lohli	Las Vegas	US	2019-11-27
Jesse Ritsch	Invermere	Canada	2019-11-27
Baiba Morrow	Invermere	Canada	2019-11-27
Beverley Drinkwalter	BALMERTOWN	Canada	2019-11-27
Samantha Buckingham	Invermere	Canada	2019-11-27
Anthony Swift	Greeley	US	2019-11-27
TRICIA FREED	Calgary	Canada	2019-11-27
Ian Wilson	Golden	Canada	2019-11-27
Sue Saunders	Invermere. BC	Canada	2019-11-27
Pauline Thorne	Coventry	UK	2019-11-27
Donovan Hinds	Chingford	UK	2019-11-27
Sunni Gear	Lerwick	UK	2019-11-27
Katelyn Roney	Edmonton	Canada	2019-11-27
Judy Devine	Aurora	US	2019-11-27
Reto Stiz	Lausanne	Switzerland	2019-11-27
Stephanie fitch	Invermere	Canada	2019-11-27
Judy Rea	Invermere	Canada	2019-11-27
Janice Bird	Strathmore	Canada	2019-11-27

Tracy Flynn	Invermere	Canada	2019-11-27
lucy mcconnell	Elmhurst	US	2019-11-27
Dominic Vinson	New Paris	US	2019-11-27
Shelley Peebles	Pontypool	Canada	2019-11-27
Monica navarro	Kirkland	Canada	2019-11-27
Javeria Mahmood	Manchester	UK	2019-11-27
Caroline Niceday	Paris	France	2019-11-27
Matt Helps	Nepean	Canada	2019-11-27
Bill Swan	Invermere	Canada	2019-11-27
the ha	Vancouver	Canada	2019-11-27
Stephanie Coster	Vancouver	Canada	2019-11-27
Adrian Labrosse	Calgary	Canada	2019-11-27
James Stickler	Invermere	Canada	2019-11-27
Adam Kaluba	Cincinnati	US	2019-11-27
C G	Invermere	Canada	2019-11-27
Cameron Valcic	Ottawa	Canada	2019-11-27
laborgrupo armer teufel Dieter Reger	Nürnberg	Germany	2019-11-27
Laurie Laboitteur	Toronto	Canada	2019-11-27
TaCara Hunt	Ridgeland	US	2019-11-27
Brigitte Hermanns	Düsseldorf	Germany	2019-11-27
Louis Fuchs	Vancouver	Canada	2019-11-27
Lyndsey Kelly	New Glasgow	Canada	2019-11-27
Alina Segin	Invermere	Canada	2019-11-27
Keiran Dixon	Squamish	Canada	2019-11-27
Ana Rosic	Zagreb	Canada	2019-11-27
Shane Prentice	Invermere	Canada	2019-11-27
Grace Paul		UK	2019-11-27
Krista Charron	Invermere	Canada	2019-11-27
Jacques Brun	Pointe-du-Chêne	Canada	2019-11-27
Sage Antonio	Spokane	US	2019-11-27
Andrew Arthur	Calgary	Canada	2019-11-27
Andrew Huang	Westlake	US	2019-11-27
ursula schilg	Mayen	Germany	2019-11-27
Arlene McGilvery	Langley	Canada	2019-11-27
Cyenna Link	stellarton	Canada	2019-11-27
Camilo Zambrano Salinas	Monterrey	Mexico	2019-11-27
james chester	Vallejo	US	2019-11-27
Jon Sedore	Calgary	Canada	2019-11-27
Joe van Heerden	Regina	Canada	2019-11-27
Kalista Pruden	Invermere	Canada	2019-11-27
Stacy Mundell	Calgary	Canada	2019-11-27



Liam MacDonald	Windermere	Canada	2019-11-27
Louise Bruns	Foothills	Canada	2019-11-27
Lindsay Glassford	Panorama	Canada	2019-11-27
Sigrid Spichal	Hamm	Germany	2019-11-27
Lisa Salazar	Shasta Lake	US	2019-11-27
Rebeka Pali	Toronto, Ontario	Canada	2019-11-27
Angel Johnson	Laval	Canada	2019-11-27
Brenna Kelly	Invermere	Canada	2019-11-27
Bob Wilson	Cochrane	Canada	2019-11-27
Glenn Smith	Calgary	Canada	2019-11-27
Christine Shaw	Invermere	Canada	2019-11-27
Breanna Newhouse	Vancouver	Canada	2019-11-27
Robyn Canty	Tijuana	Mexico	2019-11-27
Lainey Wilson	Invermere	Canada	2019-11-28
Emma Downing Warren	Solihull	UK	2019-11-28
Reagan Janko	Markham	Canada	2019-11-28
Elizabeth Edwards	Vancouver	Canada	2019-11-28
Johnny Yates	Vancouver	Canada	2019-11-28
The city Shanker		Canada	2019-11-28
Jacqueline Thiemann	Okotoks	Canada	2019-11-28
Whitfield Ransom-McCrum	Surrey	Canada	2019-11-28
kathryn gallant	quebec	Canada	2019-11-28
Sid Smith	Rogersville	US	2019-11-28
Sandra Wertz	Cheyenne	US	2019-11-28
Janessa Williams	Windermere	Canada	2019-11-28
JC Morel	Invermere	Canada	2019-11-28
Debbie Wirhell	Calgary	Canada	2019-11-28
Kate Goldie	Invermere	Canada	2019-11-28
Gabby Rossetti	Pittsburgh	US	2019-11-28
Catherine BOLLY		France	2019-11-28
ben grigorovich	Uxbridge	Canada	2019-11-28
Jackie Menson	Hammond	US	2019-11-28
Corinne Kingsley	Lawrence	US	2019-11-28
Trystan Morrisette	Saint Albans City	US	2019-11-28
John Aba	Baytown	US	2019-11-28
Michelle Jensen	Canal Flats	Canada	2019-11-28
Graham Kinley	Vancouver	Canada	2019-11-28
Colin Lazo	Philadelphia	US	2019-11-28
Theresa Wood	invermere	Canada	2019-11-28
Marley Meinzinger		Canada	2019-11-28
Tammy Lewis	Surrey	Canada	2019-11-28

Sheila MacDougall	Nanaimo	Canada	2019-11-28
Deborah Griffith	Invermere	Canada	2019-11-28
Telayna King	New Castle	US	2019-11-28
Morley Weinberg	Hamilton	Canada	2019-11-28
Christine Constable		Canada	2019-11-28
Kemper Jasmin	FERNIE	Canada	2019-11-28
shadrack salumu	Burnaby	Canada	2019-11-28
Susan Roberts	Brampton	Canada	2019-11-28
Mike Gardiner	Moose Jaw	Canada	2019-11-28
Kim Zibresky	Winnipeg	Canada	2019-11-28
Emily Purcell	Albert Park	Australia	2019-11-28
Maximiliane Rüger	Greifswald	Germany	2019-11-28
Robin Louise Pile	Nanaimo	Canada	2019-11-28
Lylamay Bear	Grand Rapids	Canada	2019-11-28
Jd Campbell	Mobile	US	2019-11-28
Phoebe Edwards	Knebworth	UK	2019-11-28
Mary Ribotti	Calgary	Canada	2019-11-28
_ Aveyonn _	Vancouver	Canada	2019-11-28
Olivia Hofer	Edmonton	Canada	2019-11-28
Brad Thompson	Calgary	Canada	2019-11-28
Richard Lake	Invermere	Canada	2019-11-28
Karin Zimmermann		Germany	2019-11-28
maria montesinos	QUITO	Ecuador	2019-11-28
Heather Fischbuch	Invermere	Canada	2019-11-28
Juan Pareja	Quito	Ecuador	2019-11-28
Carolyn Milford	Oakville	Canada	2019-11-28
Robert G. Holmes	Fernie	Canada	2019-11-28
Lizzie Midyette	Canal Flats	Canada	2019-11-28
Andreas Dyballa	Invermere	Canada	2019-11-28
Brian Reid	Invermere	Canada	2019-11-28
Juan Pareja	Quito	Ecuador	2019-11-28
Chantel Babiuk	Radium hot springs	Canada	2019-11-28
Alison Prummel	Lethbridge	Canada	2019-11-28
Ruth Dunbar	Invermere	Canada	2019-11-28
Terra Nameth	Saskatoon	Canada	2019-11-28
Braden Maybury	Calgary	Canada	2019-11-28
X Lunat	Cleckheaton	UK	2019-11-28
Amelia Joslin	Newcastle Upon Tyne	UK	2019-11-28
Jacqueline Wagner	Windermere BC	Canada	2019-11-28
Tolik Kuznetsov	Potomac	US	2019-11-28
David Pettigrew	Cochrane, Alberta	Canada	2019-11-28

Jeremy Green	Golden	Canada	2019-11-28
Shirleyann Stewart	Invermere	Canada	2019-11-28
John Pitcher	Invermere	Canada	2019-11-28
Laura Lapp	Invermere	Canada	2019-11-28
Russell Croker	Ilford	UK	2019-11-28
Janina Grage		Germany	2019-11-28
Yueh-Chen Lin	Manchester	UK	2019-11-28
Dean Daniele	Invermere B.C.	Canada	2019-11-28
Melanie Kamphuis	Invermere	Canada	2019-11-28
Jay Mather	London	Canada	2019-11-28
*redacted due to offensive language*	Ingonish	Canada	2019-11-28
Cemgil Ozipek	Swansea	UK	2019-11-28
Bruce McMillan	ST Thomas	Canada	2019-11-28
Kathy Borgerding	Sauk Centre	US	2019-11-28
Jim Lebourdais	Invermere	Canada	2019-11-28
Jack Lawson		UK	2019-11-28
jennifer Pratschke	Invermere	Canada	2019-11-28
Jan Pratschke	Invermere	Canada	2019-11-28
Laine Dunlop	Calgary	Canada	2019-11-28
Chiara Tonndorf	Kirkwall	UK	2019-11-28
MIKE Shepherd	Idaho falls	US	2019-11-28
Robyn bay	Edmonton	Canada	2019-11-28
Clare Marshall	Stockton-on-tees	UK	2019-11-28
Kim Daniele	Calgary	Canada	2019-11-28
Deanna plouffe	Mississauga	Canada	2019-11-28
Christopher Johnson	Sudbury	Canada	2019-11-28
Abubakar Mulla	Dewsbury	UK	2019-11-28
Adeel Allidina	Delta	Canada	2019-11-28
Emma Merry	Lunenburg	Canada	2019-11-28
Sara Winstanley	Belleville	Canada	2019-11-28
Brianna Mills	Krum	US	2019-11-28
Jane McDermott	Epsom	UK	2019-11-28
Renata Hoey	High Wycombe	Australia	2019-11-28
Sarah Rawlings	Surrey	Canada	2019-11-28
Alex Maxamenko	Barrie	Canada	2019-11-28
Kelly Smith	Edmonton	Canada	2019-11-28
STEFANOS GIOVANIS	London	UK	2019-11-28
Landon Gauthier	Edmonton	Canada	2019-11-28
Peter Hodgson	Annan	Canada	2019-11-28
Christie McLean	Toronto	Canada	2019-11-28
Gwyn Robinson	Invermere	Canada	2019-11-28

Jasmine Curzon	Kitchener	Canada	2019-11-28
Elizabeth Cook	Georgetown	Canada	2019-11-28
HASAN YUKSEL	london	UK	2019-11-28
Diana Forero	Toronto	Canada	2019-11-28
Damon Mclean	Orillia	Canada	2019-11-28
Yana Tushingham	Exmouth	UK	2019-11-28
Kerry Brewer	Douglas	Canada	2019-11-28
adas bnbmnbm	Richmond Hill	Canada	2019-11-28
Alex Godlien	Invermere	Canada	2019-11-28
Joanne Hellewell	Conisbrough	UK	2019-11-29
Iain Gore	Manchester	UK	2019-11-29
Joanne Briggs	Nestleton	Canada	2019-11-29
Michelle Liu	Scarborough	Canada	2019-11-29
Abigail Bautista	Charleston	US	2019-11-29
Naomi Lang	Vancouver	Canada	2019-11-29
Santiago Rendira	Conroe	US	2019-11-29
Halleli YEET	New York	US	2019-11-29
Justin Truong	San Francisco	US	2019-11-29
Ravindra Jayasinghe	Toronto	Canada	2019-11-29
Judith Rackham	Canal Flats	Canada	2019-11-29
Lindsay Martin	Calgary	Canada	2019-11-29
Sarah A	Toronto	Canada	2019-11-29
Luke Burnett	Irricana	Canada	2019-11-29
Dayton Sargeant	New Westminster	Canada	2019-11-29
valerie mclellan	calgary	Canada	2019-11-29
Six Zer0	edmonton	Canada	2019-11-29
E E	Toronto	Canada	2019-11-29
Christa Stimming	Golden	Canada	2019-11-29
Lorraine Lok	Richmond Hill	Canada	2019-11-29
Adam Daniels	Invermere	Canada	2019-11-29
Adam Clark	Greenville	US	2019-11-29
Emilie Wilson	Surrey	Canada	2019-11-29
hunter dargis	Bloomsburg	US	2019-11-29
Cormac Deacon	Stoke-on-trent	UK	2019-11-29
Anna Landowski	Kalispell	US	2019-11-29
Oliver Denis	Invermere	Canada	2019-11-29
Troy Munn	Kelowna	Canada	2019-11-29
Margaret Mckeon	Invermere	Canada	2019-11-29
Eleuterio Garcia Santos	Los Angeles	US	2019-11-29
Kaitlin Warner	Creston	Canada	2019-11-29
Carissa Drew	Lake Country	Canada	2019-11-29

Gabriel Cloutier	Lévis	Canada	2019-11-29
Alex Stephenson	Invermere	Canada	2019-11-29
Jennifer Heimbecker	Biggar	Canada	2019-11-29
Dale Nyegaard	Calgary	Canada	2019-11-29
Crisanna MacLeod	INVERMERE	Canada	2019-11-29
Peter Hale	Invermere	Canada	2019-11-29
Wendy Little	Saskatoon	Canada	2019-11-29
Ruth Crawford	austin	US	2019-11-29
Emily Brown	Kamloops	Canada	2019-11-29
Kelly White	Seattle	US	2019-11-29
Marion Cumming	Victoria	Canada	2019-11-29
fernando fendoza	Arden	US	2019-11-29
Anna Turek	Sheffield	UK	2019-11-29
Lydia Adomako Gyedu	Walthamstow	UK	2019-11-29
Francesca Crane	Saskatoon	Canada	2019-11-29
Sonya Ibrahim	Manchester	UK	2019-11-29
Misterglow Glowstick Tophat	Indianapolis	US	2019-11-29
Vicki Lam	Richmond Hill	Canada	2019-11-29
Kathy Thomas	Thame	UK	2019-11-29
Lea Griffith	Blairgowrie	UK	2019-11-29
Elyse Fortuna	Montréal	Canada	2019-11-29
Florence Treboutte		France	2019-11-29
Mieka Artz	Invermere	Canada	2019-11-29
barbara le-vahn	Leeds	UK	2019-11-29
Sabina RODgers	Invermere	Canada	2019-11-29
Jessica Clark	Invermere	Canada	2019-11-29
jason rodgers	Nanaimo	Canada	2019-11-29
Maria Schiller	Teddington	UK	2019-11-29
mariette illner	Surry,Bc	Canada	2019-11-29
Jayden Curran	Moncton	Canada	2019-11-29
Bridget Anakin	Invermere	Canada	2019-11-29
Yvonne Conlin	Sooke	Canada	2019-11-29
gwen meyers	Langley	Canada	2019-11-29
Fatima Begum	Wigan	UK	2019-11-29
Donna Power	Radium Hot Springs	Canada	2019-11-29
Kimberly olson		Canada	2019-11-29
Naomi Zehnder	Invermere	Canada	2019-11-29
Melissa Kolby	Anoka	US	2019-11-29
jada mills	Chino	US	2019-11-29
Lynn Askey	Invermere	Canada	2019-11-29
Sharon Garvey	Stratford	Canada	2019-11-29

Eileen Burke	Newcastle Upon Tyne	UK	2019-11-29
kelly craske	Regina	Canada	2019-11-29
Rebecca Reeves	Los Angeles	US	2019-11-29
Guadalupe Parra	San Carlos	US	2019-11-29
Tara Morgan	Invermere	Canada	2019-11-29
Jianrong Yao	Toronto	Canada	2019-11-29
Diana Rios	Cypress	US	2019-11-29
Andrew Valentine	Sherwood Park	Canada	2019-11-29
Michele LaPorte	Schaumburg	US	2019-11-29
Rick Fiddis	Invermere	Canada	2019-11-29
Jean Chagnon	Montréal	Canada	2019-11-29
Ben McCarthy		UK	2019-11-29
K L		Canada	2019-11-29
Austin Struthers	Ayr	Canada	2019-11-29
Vipin Ahuja	Twickenham	UK	2019-11-29
Angiesanangel 101		US	2019-11-29
Sam Stuewe	St.Peter	US	2019-11-29
*redacted due to offensive language*	Scarborough	Canada	2019-11-29
Susan Vandenasse	Calgary	Canada	2019-11-29
Hayley Haynes	Liverpool	UK	2019-11-29
Roxanne De Almeida	Milton	Canada	2019-11-29
Mitchell St Louis	Cowichan Bay	Canada	2019-11-29
Lyndsi Jessome	Halifax	Canada	2019-11-29
Mitchell Mazzarella	Mooroolbark	UK	2019-11-29
Juanita Walkey	Agassiz	Canada	2019-11-29
Terry Neefs	Saskatoon	Canada	2019-11-29
Jen Hunt	Calgary	Canada	2019-11-29
Charlie Grace	Durham	US	2019-11-29
Alek Radziewicz	Mountain Top	US	2019-11-29
Karen Colquhoun	Moose Jaw	Canada	2019-11-29
Cathy Shea	Chipman	Canada	2019-11-29
Nathan Fabian	Welland	Canada	2019-11-29
Laura Rodrigues	Toronto	Canada	2019-11-29
Morgan Dinunzio	Windsor	Canada	2019-11-29
Sandra Espinoza	Toronto	Canada	2019-11-29
Jeff Dolinsky	Golden	Canada	2019-11-29
Susanne Schroter	Victoria	Canada	2019-11-30
Tyler Boland	Dartmouth	Canada	2019-11-30
Gunner Furkin	Glasgow	US	2019-11-30
Stephen Taylor	Nottingham	UK	2019-11-30
Kirsten Jones	Halton Hills	Canada	2019-11-30

Jody Thompson	Toronto	Canada	2019-11-30
Sydney MacDonald	Calgary	Canada	2019-11-30
Reese Chong	Whitby	Canada	2019-11-30
Janice Currie	Surrey	Canada	2019-11-30
Mario Rocha	Vancouver	Canada	2019-11-30
Magma XI		UK	2019-11-30
Kailey Derhousoff	Calgary	Canada	2019-11-30
Sherri Delaney	Sunderland	Canada	2019-11-30
Rayna T	Barrie	Canada	2019-11-30
Joanie Flynt	Oro Station, ON	Canada	2019-11-30
Hunter Garrett	Des Moines	US	2019-11-30
Nealey Sommerfeld	Roseburg	US	2019-11-30
Francheska Racelis	Minneapolis	US	2019-11-30
Sonia Frassetto	Vaughan	Canada	2019-11-30
Irene Huggins	East Meadow	US	2019-11-30
Aubrie Ball	Santa Clara	US	2019-11-30
Stella Vezzosi	Ottawa	Canada	2019-11-30
Chloe Poirier	Kenora	Canada	2019-11-30
Connie Lam	Markham	Canada	2019-11-30
Zachary Malone	Stuart	US	2019-11-30
Daniela Jovanova	Edmonton	Canada	2019-11-30
Jay Churchill	Brantford	Canada	2019-11-30
Harsheen Kaur		India	2019-11-30
Tim Maurer	Anaheim	US	2019-11-30
arianna fratangelo		Italy	2019-11-30
Terry Ellis	Penetang	Canada	2019-11-30
Kieran Herman	Sarasota	US	2019-11-30
Santana Marie	Douglas	US	2019-11-30
Tyerel Raven	Invermere	Canada	2019-11-30
Katarzyna Werner-Dayal	Cornwall	Canada	2019-11-30
Justin Gauthier	Sherbrooke	Canada	2019-11-30
Dale Wolfe	Mississauga	Canada	2019-11-30
Claire Rain	Burlingame	US	2019-11-30
Anne Smith	London Ontario	Canada	2019-11-30
Dominique Bieri	West Milford	US	2019-11-30
Lynn Schulze	Kitchener	Canada	2019-11-30
Robert Benvenuti	Edgewater	Canada	2019-11-30
Jennifer McLennan	Invermere	Canada	2019-11-30
Greg Wurr	Toronto	Canada	2019-11-30
luna fan	Richmond Hill	Canada	2019-11-30
Rupinder Mehrok	Surrey	Canada	2019-11-30

Mathew Hache	St-Hilarion	Canada	2019-11-30
Mahesh Bhavirisetty	Sylvania	US	2019-11-30
Rachel Sinclair	Knoxville	US	2019-11-30
Chris Torrance	Etobicoke	Canada	2019-11-30
Priya Bondu	Newark	US	2019-11-30
Praveen Singh	Toronto	Canada	2019-11-30
Arlene Zuckerman	Jamaica	US	2019-11-30
Khaliq Garner	Cincinnati	US	2019-11-30
Marzena Pustelnik	Canmore	Canada	2019-11-30
Thomas milton	London	UK	2019-11-30
Aline Koeppel	Vancouver	Canada	2019-11-30
Taryn Baylie	Montréal	Canada	2019-11-30
Violet L.	Scarborough	Canada	2019-11-30
Anisha Ray	Kennesaw	US	2019-11-30
Linda McClure	Renfrew	Canada	2019-11-30
Susan Ellard	Kelowna	Canada	2019-11-30
Chris surgenor		UK	2019-11-30
Pierre Chatelain	Val dor	Canada	2019-11-30
Lethujan Kanagaratnam	Bradford West Gwillimbury	Canada	2019-11-30
Ron Klapstein	Camrose	Canada	2019-11-30
Judi Ellison	Radium hot springs	Canada	2019-11-30
Nour Bacheikh	Ottawa	Canada	2019-11-30
ali smilie	San Antonio	US	2019-11-30
Bill Street	Fanny Bay BC	Canada	2019-11-30
Amina Edith Charbonneau	Trois-rivières	Canada	2019-11-30
Dayan Sankar	Great Falls	US	2019-11-30
Vanessa Beaumont	Oshawa	Canada	2019-11-30
Jules W	Ontario	Canada	2019-11-30
Do Cha	Fernie	Canada	2019-11-30
Rebecca Timmins	Wiltshire	UK	2019-11-30
Thea Castillo	Winnipeg	Canada	2019-11-30
Mylee Cain	Cloumbus	US	2019-11-30
Javier Lorenzo	Las Vegas	US	2019-11-30
Cassidy McCalmon	Edmonton	Canada	2019-11-30
Elyse Rookyard	Pleasanton	US	2019-11-30
Lanny Mann	Canmore	Canada	2019-11-30
John mihalo	Richmond	Canada	2019-11-30
Karla Sewell	Winnipeg	Canada	2019-12-01
Laura I	Quebec	Canada	2019-12-01
joe Poop	Jacksboro	US	2019-12-01
Taylor Dakin	Vancouver	Canada	2019-12-01



Nancy Su	Richmond Hill	Canada	2019-12-01
Davin Hartley	Invermere	Canada	2019-12-01
ann kelly	Tucson	US	2019-12-01
Jack Boeckermann	Pequot Lakes	US	2019-12-01
Lisa Schumph	Hamilton	Canada	2019-12-01
po sh	North Bergen	US	2019-12-01
Sagar Tiwari	Dublin	US	2019-12-01
sharon ladouceur	vancouver	Canada	2019-12-01
Taoya Schaefer	Invermere	Canada	2019-12-01
Tammy Stehr	Canal Flats	Canada	2019-12-01
Zhila S	Buffalo	US	2019-12-01
ماندانا دوغالی	Toronto	Canada	2019-12-01
Maxine Clayton	Luton	UK	2019-12-01
Yousef Nour	Montréal	Canada	2019-12-01
Autumn Ramsay		US	2019-12-01
Celyna Logan	Orangeville	Canada	2019-12-01
Tiffany Schroeder	Leamington	Canada	2019-12-01
Omid Komeshi	North Vancouver	Canada	2019-12-01
H A	Clifton	US	2019-12-01
ali bennett	Quincy	US	2019-12-01
Kasra Kakavand	Las Vegas	US	2019-12-01
Lori Scott	Whitby	Canada	2019-12-01
Jodi Stammer	Champlin	US	2019-12-01
F A	Philadelphia	US	2019-12-01
Jasmine Brown	Puyallup	US	2019-12-01
Mandy Mcavoy	Leeds	UK	2019-12-01
Shanice James	Dayton	US	2019-12-01
Zahra Hanson	Buckingham	UK	2019-12-01
Amelie Therien	Ottawa	Canada	2019-12-01
Ali Reza	Rasht	Iran	2019-12-01
Brandon Fuentes	Enid	US	2019-12-01
ali nemati	Vancouver	Canada	2019-12-01
Lambert Charles		US	2019-12-01
pooya jalili	San Francisco	US	2019-12-01
Ibrahima Sarr	Portland	US	2019-12-01
Siyavash Shaikhi	Newark	US	2019-12-01
Imola Filler	Tottenham	UK	2019-12-01
Yo Mama	Townsville	US	2019-12-01
Heidi Thompson	Invermere	Canada	2019-12-01
Shruti Ramanathan	Lexington	US	2019-12-01
Rini Bose	Phoenix	US	2019-12-01

Abbi Carriere	Mount Forest	Canada	2019-12-01
Charles-Thomas Tremblay	Québec	Canada	2019-12-01
Bihd Yakoba	Montréal	Canada	2019-12-01
Madisyn Paige	Lehighton	US	2019-12-01
Harjit Kaur	Brampton	Canada	2019-12-01
Monique White	Napanee	Canada	2019-12-01
Aswinah A	Toronto	Canada	2019-12-01
Peyton Spanos	Marshfield	US	2019-12-01
Tamm Fenske	Regina	Canada	2019-12-01
Madhavi Vatti	Mckinney	US	2019-12-01
Isabella Minetti	Toronto	Canada	2019-12-01
Bob Mcov	MECHANICSBURG	US	2019-12-01
Ann Conney	Consett	UK	2019-12-01
Jacob H	East Greenbush	US	2019-12-01
evie tabor	Minneapolis	US	2019-12-01
Brad Ries	Clinton	US	2019-12-01
Caralyn Safiniuk	Winnipeg	Canada	2019-12-01
فراز مختاری	San Francisco	US	2019-12-01
Mary Smith	Topeka	US	2019-12-01
Sravya Bhogadi	Montréal	Canada	2019-12-01
chelsea calvert	Tweed	Canada	2019-12-01
Sherry Dewey	Invermere	Canada	2019-12-01
Brendon Hartley	Invermere	Canada	2019-12-01
Dawn Frizzel	Liskeard	UK	2019-12-01
Iwan Williams	Rhuthun	UK	2019-12-01
Alanna F	Newmarket	Canada	2019-12-01
Ali Abouzari	Naples	US	2019-12-01
COMON SIGN IT	Sacramento	US	2019-12-01
Paul Winestock	Winnipeg	Canada	2019-12-01
Allyson Bernedo	Houston	US	2019-12-01
North Hunter	Regina	Canada	2019-12-01
haley schneidewind	Madison	US	2019-12-01
rae mccarthy	weymouth	UK	2019-12-01
Cassady Wallace	Woodbridge	Canada	2019-12-01
Shilpa Joottu	Madison	US	2019-12-01
Amber Donohoe	Castle Rock	US	2019-12-01
Neil Hackett	Newcastle Upon Tyne	UK	2019-12-01
MINERS BRENT	Edmonton	Canada	2019-12-01
Jonah Goodman	Hamilton	Canada	2019-12-01
Darlynn Rangel	Plano	US	2019-12-01
James Handyside	Salisbury	UK	2019-12-01

Richard Thurlow	Barry	UK	2019-12-01
Josephine Bevacqua	Ridgway	US	2019-12-01
Geraldine Rafael	Bigelow	US	2019-12-01
Suzanne Kacan	Leduc	Canada	2019-12-01
Dhwani Bhatt	Scarborough	Canada	2019-12-01
Devin McMeans	Warren	US	2019-12-01
Leanne Barker	Windermere	Canada	2019-12-01
hi hey	Livingston	US	2019-12-01
Mark Eldridge	Cardiff	UK	2019-12-01
cristiana de laurentis		Italy	2019-12-01
Elaine Ponciano	Medford	US	2019-12-01
Ian Jacobs	Southampton	UK	2019-12-01
Eileen Bacon	London	UK	2019-12-01
arlette simon		France	2019-12-01
Nanu Miah	London	UK	2019-12-01
Lucy Horn	Whistler	Canada	2019-12-01
Ivy Czech	Eden Prairie	US	2019-12-01
Ahmed Ali	Columbus	US	2019-12-01
Antoria Conde	New York	US	2019-12-01
Linda Brown	San Antonio	US	2019-12-01
Norm Wilmes	Yuba City	US	2019-12-01
Jessyca Gies	Brooklyn	US	2019-12-01
Praphul Chandra	Montréal	Canada	2019-12-01
Christina Odriscoll	Walthamstow	UK	2019-12-01
Janet Peterson	Troy	US	2019-12-01
Jordyn Alvarado	Los Angeles	US	2019-12-01
Robyn Johnson	Yeovil	UK	2019-12-01
John. Stanley Edwards	Stoke-on-Trent	UK	2019-12-01
Elishah Luptak	winnipeg	Canada	2019-12-01
Tina God love	Meridian	US	2019-12-01
Erin Kettler	Ste anne	Canada	2019-12-01
Skye Graham	Surrey	Canada	2019-12-01
anne doran	SKELMERSDALE	UK	2019-12-01
judith young	Gateshead	UK	2019-12-01
Jaci Hittle	Pittsburgh	US	2019-12-01
Ela K Toledano Pelin	Swansea	UK	2019-12-01
Shima Razavi	Toronto	Canada	2019-12-01
Joey Jameson	Carnegie	US	2019-12-01
mary clare coleman		UK	2019-12-01
addison bankston	Hammond	US	2019-12-01
Madison Cody	Chisago City	US	2019-12-01

Dww Dw	Toronto	Canada	2019-12-01
Nathania Ageda	Morrisville	US	2019-12-01
Edwin Barrero	Montreal	Canada	2019-12-01
Mae Walsh	Runcorn	UK	2019-12-01
Ali G	Fremont	US	2019-12-01
Xavier Perez	Philadelphia	US	2019-12-01
Chantal Maillet	Moncton	Canada	2019-12-01
Emily Falardeau	Rochester	US	2019-12-01
zoe anderson	Lexington	US	2019-12-01
Sharon Sears	Cambridge	US	2019-12-02
Lindsay Dakin	Vancouver	Canada	2019-12-02
Lynda Chu	Vancouver	Canada	2019-12-02
Cailena Stanley	Kindersley	Canada	2019-12-02
John Kramer	Marshfield	US	2019-12-02
sherri hodes	Phoenix	US	2019-12-02
Jolaine Undershute	Invermere	Canada	2019-12-02
Kathleen Demers	Welland	Canada	2019-12-02
Kris Newman	Invermere	Canada	2019-12-02
Greg Dubois	Invermere	Canada	2019-12-02
Lyndsay Neill	Prince Frederick	US	2019-12-02
arun patti	Winnipeg	Canada	2019-12-02
Erin Nebre	Langley	Canada	2019-12-02
Emily Roy		US	2019-12-02
Lyndsey Slater	Erie	US	2019-12-02
Nadine Mansi	Dearborn	US	2019-12-02
Jessica Reid	Dunstable	UK	2019-12-02
Olivia Mcleod	Charlottetown	Canada	2019-12-02
Jeremy Argo	Victor	US	2019-12-02
Lilibeth Pradhanang	Paramus	US	2019-12-02
Sheryl Foster	Hyde	UK	2019-12-02
Haniya Jaffri	Getzville	US	2019-12-02
Vera Schipfel	Vernon	Canada	2019-12-02
Taffy Peterson	West Jordan	US	2019-12-02
Monty DuBois	Lincoln	US	2019-12-02
Amelia George	Greensburg	US	2019-12-02
BELINDA WAGG	BURLINGTON	Canada	2019-12-02
Laura MacKinnon	Invermere	Canada	2019-12-02
Khambia Clarkson	Marshalltown	US	2019-12-02
Ray Yow	San Antonio	US	2019-12-02
RB Ridley	Eagle Bay	Canada	2019-12-02
Karen Fernandes	Goa	India	2019-12-02

Leonardo Melo	Miami	US	2019-12-02
Barry Sangrey	Elizabethtown	US	2019-12-02
Rebecca McClure	Chittenango	US	2019-12-02
victoria blanco	Torrance	US	2019-12-02
Jewel Rios	Irvine	US	2019-12-02
Abhishek Raushan	Winnipeg	Canada	2019-12-02
Hayley Sym	Gillingham	UK	2019-12-02
Mariana Paunescu	Toronto	Canada	2019-12-02
Martin Nicholson	Burton	UK	2019-12-02
Aneta Shlemun	Toronto	Canada	2019-12-02
Darlene Yang	Saint Paul	US	2019-12-02
Karmveer singh Manj	Surrey	Canada	2019-12-02
Laura Santagata	Dublin	US	2019-12-02
RICHARD HEYD	Calgary	Canada	2019-12-02
Robert Taylor	Glasgow	UK	2019-12-02
Melissa Luckovitch	Cornwall	Canada	2019-12-02
Melissa Heithaus	Mckinney	US	2019-12-02
Eliza Thorpe		Canada	2019-12-02
Jen Melo	Invermere	Canada	2019-12-02
Angel M	Richmond	Canada	2019-12-02
Trisha Pond	Mississauga	Canada	2019-12-02
cindy shillington	nanaimo	Canada	2019-12-02
duncan ward	Richmond Hill	Canada	2019-12-02
Mya Young	Fredericton	Canada	2019-12-02
Parveen Sanghera	Vancouver	Canada	2019-12-02
Sheldon Ridley	Surrey	Canada	2019-12-02
Addison Mason	Toronto	Canada	2019-12-02
Sachin Sehgal	Surrey	Canada	2019-12-02
Kati Kilgour	Thunder Bay	Canada	2019-12-03
Dana Kovanda	North Vancouver	Canada	2019-12-03
Kyla Hastings	Bridesville	Canada	2019-12-03
Catherine Bennett	Brisco	Canada	2019-12-03
Tai Nguyen	Burlington	Canada	2019-12-03
Martha Rivera	Plano	US	2019-12-03
Ron Medway	Belair, MB	Canada	2019-12-03
Ashley Oddy	Invermere	Canada	2019-12-03
Gill Hennessy		Canada	2019-12-03
Luisa Coskun	Kitchener	Canada	2019-12-03
Rachelle Butler	Calgary	Canada	2019-12-03
Tommy Cavanagh	Vancouver	Canada	2019-12-03
Heidi Sawchuk	Kelowna	Canada	2019-12-03

Alexandra Zarueva	Vancouver	Canada	2019-12-03
Pamela De Los Santos	Toronto	Canada	2019-12-03
Melissa MacIsaac	Richmond	Canada	2019-12-03
Catherine, Dean	Mill Hill	UK	2019-12-03
Victoria Shih	Plano	US	2019-12-03
Jeffrey Canton	Toronto	Canada	2019-12-03
J.D El-haj Daoud	Montréal	Canada	2019-12-03
Brianne Farrell	Calgary	Canada	2019-12-03
Lachlan McLeod		Australia	2019-12-03
Lynn Binks	Mansfield	UK	2019-12-03
David Charlebois	Penetanguishene	Canada	2019-12-03
Paul Kendall	Invermere	Canada	2019-12-03
Иван Шопухов	Барнаул	Russia	2019-12-03
Stephanie Tyler	Campbellton	Canada	2019-12-03
Kim Freeman	Halifax	Canada	2019-12-03
Zoeyf F	North Bay	Canada	2019-12-03
Pierre-Luc Thomassin	Victoriaville	Canada	2019-12-03
Jocelyne Perreault	Saint-françois	Canada	2019-12-03
Daniel Garon	Edmonton	Canada	2019-12-03
Christie Daniels	Invermere	Canada	2019-12-03
Jessica Cecchetti	Sherwood Park	Canada	2019-12-03
Robert Erickson	Leduc	Canada	2019-12-03
Michael Friedmann	Bronx	US	2019-12-03
Aria Barnes	Calapan	Philippines	2019-12-03
Patience s	north bay	Canada	2019-12-03
Noemi Munoz	London	UK	2019-12-03
Jennifer Hubrecht	Golden	Canada	2019-12-03
M S	North Vancouver	Canada	2019-12-03
joe mama	Edmonton	Canada	2019-12-03
Logan Last name	Edmonton	Canada	2019-12-03
Tanisha Naser	Mississauga	Canada	2019-12-03
Chenille Augustine	Elsipogtog	Canada	2019-12-03
Darshana Sridharan	Antigonish	India	2019-12-03
Suzana LAZIC	Saskatoon	Canada	2019-12-03
Yukintash Chan		Canada	2019-12-03
Forman Forman	Columbia	US	2019-12-03
Donna Ens	Laird	Canada	2019-12-04
Scott Robinson	Cedar Springs	US	2019-12-04
jp Lanoue	Tilbury	Canada	2019-12-04
Connie Grace	Kemptville	Canada	2019-12-04
Chris Wrazej	Invermere	Canada	2019-12-04

Jessica Fairhart	Invermere	Canada	2019-12-04
Maureen Hayes	Duncan	Canada	2019-12-04
Terry Stushnoff	Outlook	Canada	2019-12-04
susan jones	Milton	Canada	2019-12-04
madison haynes	Fairmont Hot Springs	Canada	2019-12-04
Laura Lindsay	Invermere	Canada	2019-12-04
MacKenzie Parman	Abbotsford	Canada	2019-12-04
Nadim Iddon	Toronto	Canada	2019-12-04
Victor Malaiu	London	Canada	2019-12-04
Liz Hutton	Brantford	Canada	2019-12-04
Jessica Scarpazza	Kingston	Canada	2019-12-04
Harold Candamil	Hamilton	Canada	2019-12-04
Daina White	Vancouver	Canada	2019-12-04
Tory Kenny	Hamilton	Canada	2019-12-04
tina alexander	Luton	UK	2019-12-04
Daniel Inkersell	Nanaimo	Canada	2019-12-04
Anna Hanzelová	žilina	Slovakia	2019-12-04
Hormuzshaw Wania	Burlington	Canada	2019-12-04
Stephen Bridson	stayner	Canada	2019-12-05
Digna Gomez	Bradenton	US	2019-12-05
Elizabeth Bracamontes	CDMX	Mexico	2019-12-05
Celine moonen	Roberts Creek	Canada	2019-12-05
Deena Weber	Invermere	Canada	2019-12-05
Silja Alter	Weßling	Germany	2019-12-05
Bonnie Brandt	Golden	Canada	2019-12-06
Nicci Brown	Invermere	Canada	2019-12-10
Donna Maksymec	Edmonton	Canada	2019-12-10
Thomas Burke	penticton	Canada	2019-12-10
Sandy Carlson	Calgary	Canada	2019-12-10
Leann Juatco	Invermere	Canada	2019-12-11
Jodi Clark	Invermere	Canada	2019-12-11
Len O'Rourke	Invermere	Canada	2019-12-11
Lee Macauley	Calgary	Canada	2019-12-11
Barb Gagatek	Invermere	Canada	2019-12-11
Thomas Niddrie	Invermere	Canada	2019-12-11
Shanelle Voncina	Calgary	Canada	2019-12-11
Kenny Chan	Carlingford	Australia	2019-12-12
Heather Miller	Calgary	Canada	2019-12-12
Barbara Edmondson	Edmonton	Canada	2019-12-12
Kellie Wagner	Canal flats	Canada	2019-12-13
Claire Wilson	Invermere	Canada	2019-12-14

Paul Denchuk	Invermere	Canada	2019-12-19
Hannah Lange	Mount Horeb	US	2019-12-20
Walter Terrell	Scarsdale	US	2019-12-20
Jill Beaven	Pwllheli	UK	2019-12-21
Lynda Horne	Barnet	UK	2019-12-21
Amanda Gareau	Brandon	Canada	2019-12-22
maria Siminiuc	Vancouver	Canada	2019-12-22
Sean Kelly	Hertfordshire	UK	2019-12-22
Connor Jordan		Canada	2019-12-23
helen clark	Quesnel	Canada	2019-12-23
Elaine Becker	Roanoke	US	2019-12-24
Andrew Zasada	Markham	Canada	2019-12-24
Nicole Hoekstra	Minneapolis	US	2019-12-24
Amandeep Singh	Winnipeg	Canada	2019-12-24
Violet Brown	Penticton	Canada	2019-12-30
Sascha Salzbrenner	Lethbridge	Canada	2020-01-01



**Petition Comments - Plastic Pollution in the Columbia Valley**  
**Submitted by Stephanie Van de Kemp**

**change.org**

Recipient: Invermere Council, Mayor Al Miller, Director Rob Gay, Gerry Wilkie, Susan Clovechok, Mayor Sterzer, Mayor Reinhard

Letter: Greetings,

Single-use plastic is destructive to nature and a threat to the outdoor experience as we know it. We, the undersigned residents of Invermere and surrounding communities including Radium, Edgewater, Panorama, Windermere, Fairmont and Canal Flats, ages 18 and over, call on Mayor and Council of the District of Invermere (DOI) and leaders of the Regional District of East Kootenay (RDEK) to embrace the ideals of our mountain community by implementing a comprehensive single-use plastic strategy, beginning with a bylaw banning single-use plastic bags.

# Comments

Name	Location	Date	Comment
Jocelyn Withell	Calgary, Canada	2019-11-25	"We can all make an effort to bring our own bags or use paper ones. Plastic is totally unnecessary!"
Janet Watson	Canada	2019-11-25	"Plastic bags are wasteful if resources and destructive to the environment."
Meredith Hamstead	Invermere, British Columbia, Canada	2019-11-26	"Frustrating that we need to keep pressing on this simple issue even after such a clear directive from Invermere voters."
Doug Charlton	Invermere, British Columbia, Canada	2019-11-26	"No more single use plastics!"
Patty Glennon	Brisbane, Australia	2019-11-26	"Banning single use plastic bags is a no brainer! Australia has reduced single use plastic bags by over 80% (some retailers by 90%) - do it Invermere!!!"
Brier Albano	Medicine Hat, Canada	2019-11-26	"People I care about live in this community and love this community."
michelle rievaj	Windermere, Canada	2019-11-26	"It is a relatively small change to make a significant impact and demonstrate our community committment to doing better."
Greg Adams	Revelstoke, BC, Canada	2019-11-26	"When federal and provincial governments won't step up to the plate, municipal governments must do what they can to set the example. Single use plastics such as plastic bags do harm that can be prevented if we simply don't make/use/discard them. Many other communities are banning plastics because it is the right thing to do. It only makes sense for Invermere to ban plastics to reflect the community values."
Alexis Temes	Radium hot springs, Canada	2019-11-26	"Ireland can do it! So can we"
Sandra Nelson	Invermere, Canada	2019-11-26	"Plastic is a pollution problem"
Julia Staniszewski	Invermere, Canada	2019-11-26	"It's a no brainer!"
Kayja Becker	Invermere, Canada	2019-11-26	"Thank you Stephanie for organizing this petition! I look forward to bringing the discussion back to council :)"
Sierra Franklin	Canal Flats, Canada	2019-11-26	"We don't need em!"
Alison Costantino	Oakville, Canada	2019-11-26	"I want my children to have a future!"
Lorna Hogg	Invermere, Canada	2019-11-26	"Because it's logical"
Julie Kronlund	Golden , BC, Canada	2019-11-26	"Too much plastic ... lets do the right move"
Pauline Chevanne	Canal Flats, Canada	2019-11-26	"One more step in the right direction"

Name	Location	Date	Comment
Maria Van Geel	Zdroisko, Poland	2019-11-26	"Getekend"
Linda Fitzpatrick	Windermere, Canada	2019-11-26	"I am signing because we should not be using plastic bags. They are dangerous and definitely not good for the environment."
Fernande Fournier	Luxembourg, Luxembourg	2019-11-26	* See below for translation. "C'es notre devoir de respectez et protegez les animaux, la nature et notre planète! Eux, aussi on une âme. Eux, aussi on le droit d'avoirs une vie saine sur ce planète. En a que une nature et une planète. Vous, le savez? Vous, êtes des humains, soyez humaines. Prenez, enfin votre responsabilité et réagissez, s.v.p. Arrêtez, cette souffrance et ce massacre envers les animaux, la nature et notre planète! Il ya bien des autres alternatives. Civilisez? Certains " humains " n'ont pas le mot propreté et respect, dans leur vocabulaire! C'es bien triste, de signez des pétitions. Merci."
Anne Jardine	Edgewater, BC, Canada	2019-11-26	"The world already has too much plastic."
Barbara Evans	Calgary, Canada	2019-11-27	"I believe every little bit helps, small steps mean a lot more than unreachable jumps"
Katie Israelson	Invermere, Canada	2019-11-27	"Our water is not for sale!"
Isabelle Rouleau	Canmore, Canada	2019-11-27	"Its a necessity!!"
Catherine Kammann	Canmore, Alberta, Canada	2019-11-27	"we need to stop...with all the excess plastic garbage. this is an easy start."
Odette Lambert	Saint-Lambert, Canada	2019-11-27	"I support this cause"
Krista Cords	Springfield, Illinois, US	2019-11-27	"I love Invermere and the Kootneys."
Baiba Morrow	Invermere, Canada	2019-11-27	"We may be a small community but we can make significant and necessary changes, and lead the way in the East Kootenay."
Beverley Drinkwalter	BALMERTOWN, Canada	2019-11-27	"I believe all plastic check out bags should be banned."
Bill Swan	Invermere, Canada	2019-11-27	"Reduction of plastics in the world's ecosystems (and ultimately ourselves) is vital"
Emily Purcell	Albert Park, Australia	2019-11-28	"We band in in Australia... invermere can do it too!"
Crisanna MacLeod	INVERMERE, Canada	2019-11-29	"I am not waiting for municipal representatives to be in charge of making it a law - to just do what is right. IamGetting better at it... use cloth bags for groceries, bags for veggies. No water in bottles , not even recyclable huge ones- have Nikken system. I mail excess packaging back to producer, C.O.D. My responsibility not the govt job. An idea - stores! catch us being good- we bring our own bags and our name goes in for a monthly draw (for ALL shopping/ groceries/ hardware/drug store/retail/ thrift stores/restaurants, we

Name	Location	Date	Comment
			bring our own take out containers) Which business wants to be the leader in this? And I'll sign the petition."
Peter Hale	Invermere, Canada	2019-11-29	"plastic is evil"
Kimberly olson	Canada	2019-11-29	"Yes! Another step towards a more sustainable future. We need to protect what sustains life. Every little choice helps! Thanks Steph."
Laura MacKinnon	Invermere, Canada	2019-12-02	"Because if not now, then when?"
Celine moonen	Roberts Creek, Canada	2019-12-05	"All plastic bags should be banned. They're better options available"
Donna Maksymec	Edmonton, Canada	2019-12-10	"It's the right thing to do."
Jill Beaven	Pwllheli, Wales; Cymru, UK	2019-12-21	"I'm concerned about plastic waste and it's consequences on the environment. Alternative packaging needs to be used and found ."
Elaine Becker	Roanoke, Virginia, US	2019-12-24	"This stuff haunts us for decades!"
Violet Brown	Penticton, Canada	2019-12-30	"**** the oil industry destroying our world. They better not use paper bags either unless they are recycled."

\* Translation using Google Translate:

"It is our duty to respect and protect animals, nature and our planet! They too have a soul. Them, also on the right to have an identical life on this planet. There is only one nature and one planet. You know it? You are humans, be humans. Finally, take your responsibility and react, please stop, this sufficiency and this massacre towards animals, nature and our planet! There are many other alternatives. Civilize? Some "humans" do not have the word cleanliness and respect, in their vocabulary! It's very sad, to sign petitions. Thank you."



# COLUMBIA VALLEY TRANSIT

**Review & Needs Assessment Study**

**December 2019**

Prepared by:

*Define*  
Coaching & Consulting

Supporting you to define what you want in your life and your business and helping you to develop strategies to get there.

for the Columbia Valley Chamber of  
Commerce

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# Acknowledgements

This project has been made possible by the Columbia Valley Chamber of Commerce with funding support from the BC Rural Dividend Program. Many thanks to the steering committee ([Appendix C](#)), representatives from 60 organizations and over 250 individual survey respondents.

## Introduction

On July 30, 2018 the Columbia Valley Chamber of Commerce (CVCC) applied to the Province of British Columbia's Rural Dividend Fund Program for \$10,000 to conduct a review and needs assessment study of the transportation services available both privately and publicly in the Columbia Valley. On February 25, 2019 the CVCC receive confirmation from the Ministry of Forests, Lands, Natural Resource Operations & Rural Development that their application for funding was approved.

The application to the Rural Dividend Program ([Appendix A](#)) stated that the limitations of the existing BC Transit services impedes the ability of residents to access affordable housing options, education, shopping and employment. Further, several employers provide shuttle service to address some of the needs of their own workforce. The purpose of this study is to determine the costs and independent transportation options that currently exist in order to develop a comprehensive strategy for an economical transportation system that supports all residents in the Columbia Valley who would prefer to use or need to use public transportation.

This study is primarily focused on the service within the Columbia Valley. The service is open to anyone and provides scheduled transportation for residents who may not otherwise be able to travel to access social, education, employment, other business, professional and government services.

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# Executive Summary

The survey data confirms that the current transit system does not offer a schedule ([Appendix D](#)) that meets the needs of the community. Primary issues include: schedule days, times of day and routes.

Collectively the business community is spending approximately 131% of what the RDEK, Interior Health and BC Transit is spending on transportation for their employees and customers.

The current BCTransit operating agreement expires March 31, 2021. The current agreement was extended 1 year to allow for BCTransit to complete an assessment and review of the service. Therefore, the steering committee recommends that this report be provided to the RDEK and BCTransit to inform their decisions moving forward in 2021.

Further key findings and observations are as follows:

1. Improve communication of the existing schedule
  - a. Surveys suggested that members of the public are not aware of the schedule, stops, price and the option for On Request service in the northern part of the Columbia Valley.
2. Draft and cost a schedule that includes, weekends and evenings.
  - a. Cost out the proposed schedule.
3. Work with the business community to develop a “sponsorship” package for the business community.

Options for consideration:

1. Rideshare as a solution. Support people to get their class 4 license and insurance. *This would require willingness by Uber/Lyft platforms to invest in rural BC.*
2. Form a Task Force of stakeholder to explore and develop a business plan for a collaboratively funded transportation service.
3. Based upon the private funding currently being expended and the community interest in improved transit services it is the ultimate findings of this report that there is an opportunity to create a comprehensive transportation service to the Columbia Valley residents and visitors. The opportunity is to collaborate across stakeholder groups to develop a transit system that would address, aging in place, access to employment, access to affordable housing, community engagement and climate adaptation for less than what is collectively being spent by government and business.

A Public Private Partnership is key to developing a transportation service that meets the needs of the entire community and therefore should be fully explored.



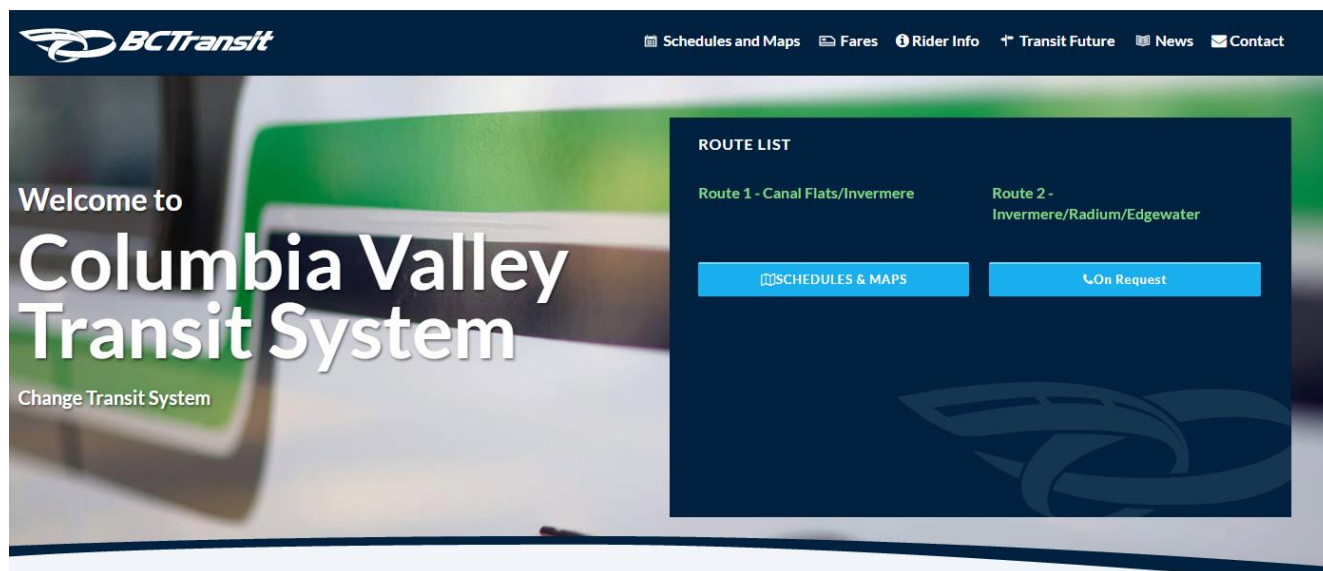
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# Study Methodology

## Timeline

March 2019	CVCC signed an agreement with Susan Clovechok of Define Coaching & Consulting to facilitate the study.
May 2019	Steering Committee Terms of Reference was drafted ( <a href="#">Appendix B</a> )
June 2019	Steering Committee Members ( <a href="#">Appendix C</a> ) were invited in to participate in the 1 <sup>st</sup> of 3 meetings per the Terms of Reference. Committee members provided feedback and advise on survey questions, process and timeline.
July – September 2019	Surveys published online using the CVCC Constant Contact platform
October 2019	Consultant documented current state and reviewed survey responses to create draft report in preparation for Steering Committee feedback and draft recommendations.
November 2019	Steering Committee Meeting held to review survey findings, identify missing information and draft recommendations
November 2019	Start sharing communications about the current transit services.
December 2019	Final Document Provided to CVCC
February 2020	<b>Dissemination of information to</b> steering committee, Chamber members, BC Transit, Ministry of Transportation, RDEK, MLA, MP,  <b>Press release from Chamber with link to report online</b>
March 2020	Present the report findings at the CVCC AGM

# Current State



BCTransit currently provides the Columbia Valley with 5 day a week service (Monday to Friday). Funding is provided by BCTransit and the Regional District of East Kootenay (RDEK). The service is operated by Olympus Stage Lines, based in Golden, British Columbia in addition to the Columbia Valley Service, Olympus Stage Lines also operates the Health Connections Service between Golden and Cranbrook on Mondays and Fridays.

The total combined 2019/20 cost of these transportation services is \$424,368 and is broken down as follows:

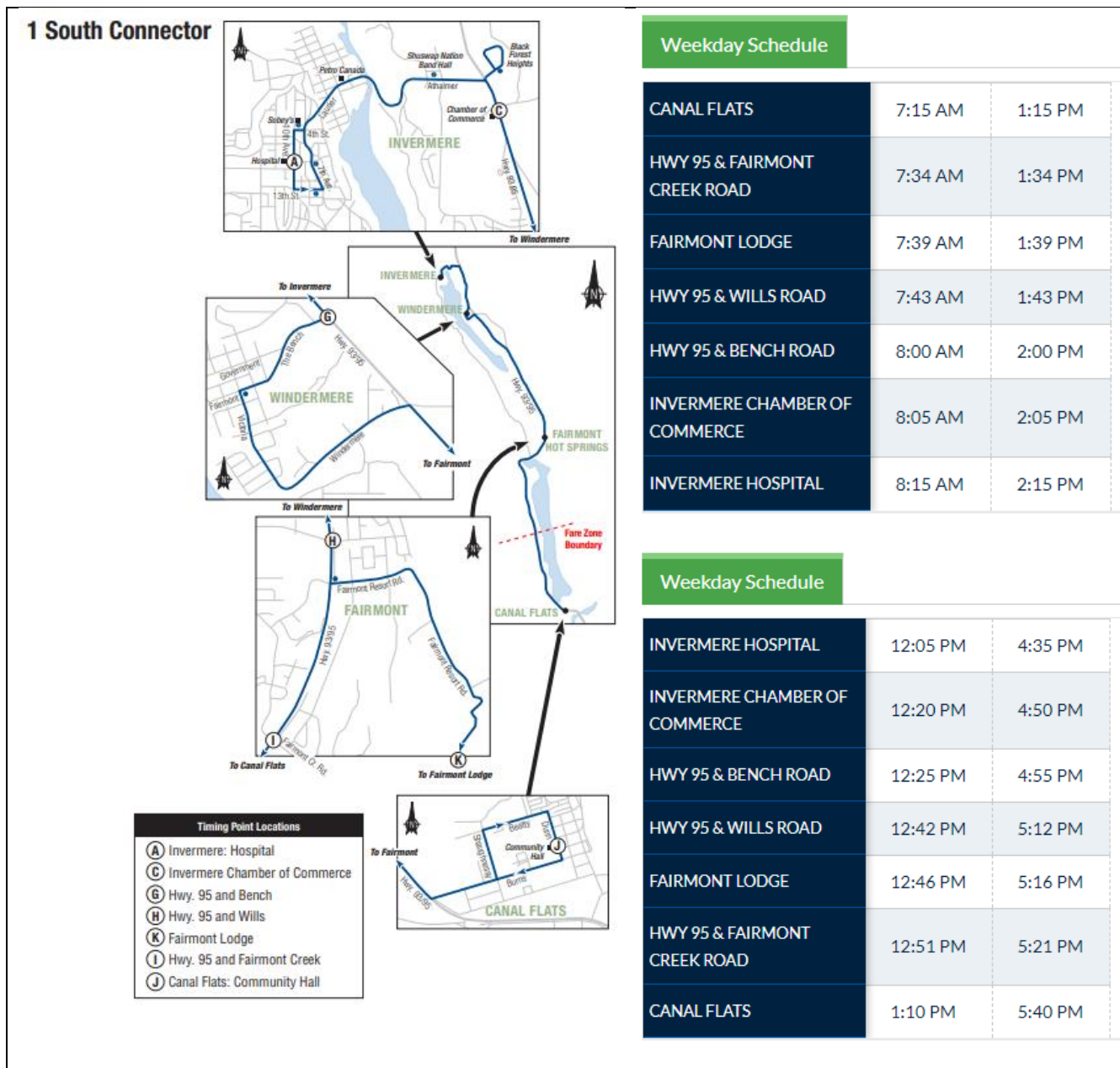
Columbia Valley Public Transit Service Budget	Funder	Contribution
	BCTransit	168,374.00
	RDEK	123,645.00
Health Connections (Cranbrook – Golden)	Interior Health	119,340.00
	Ridership Revenue	13,009.00
<b>Total Operating Cost</b> <i>(including Local Government share of lease fees)</i>		<b>\$424,368.00</b>

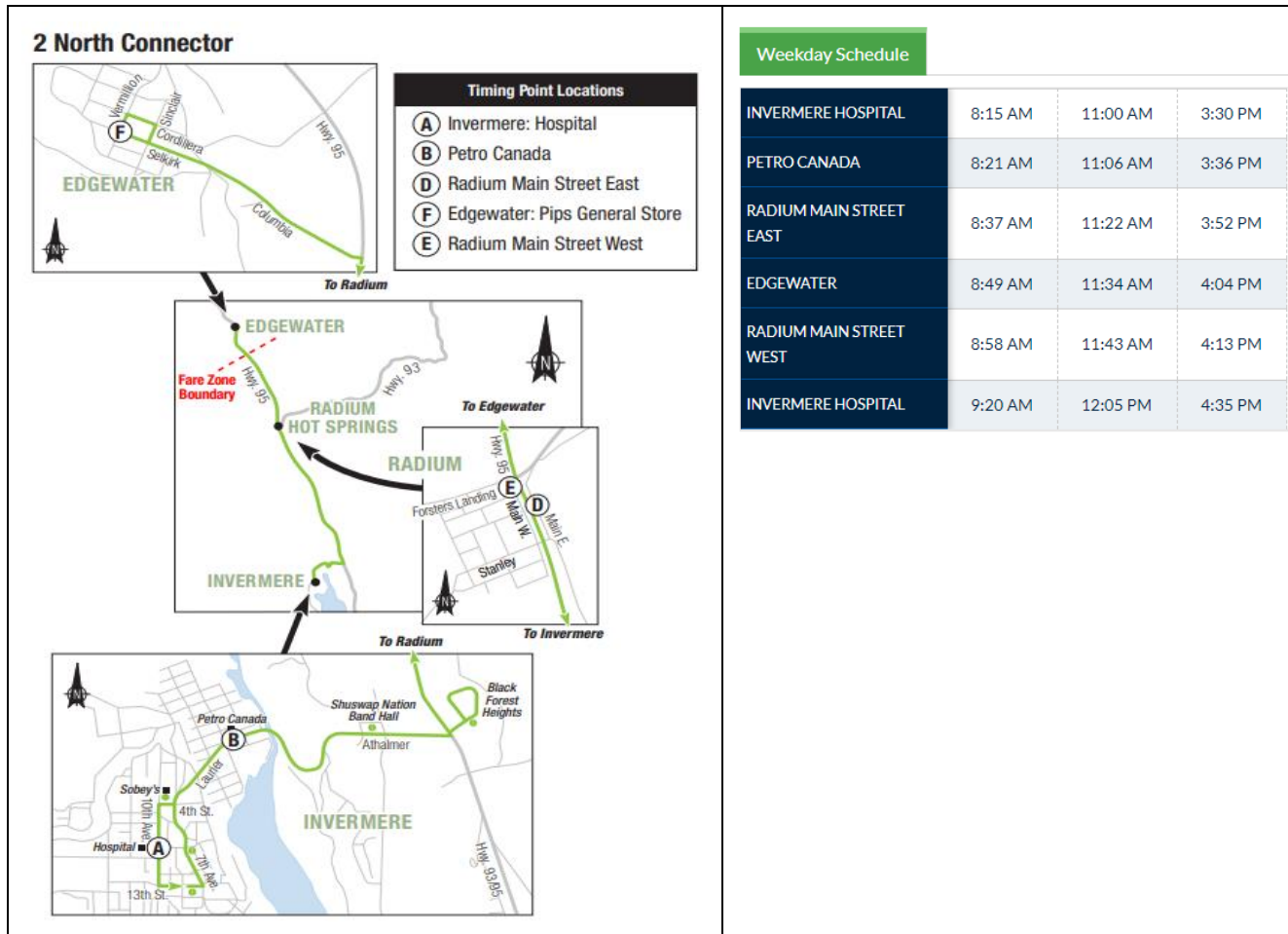
The surveys and business interviews revealed that approximately, \$557,000 is being spent annually by the business community to move employees and customers. Note: \$100,000 of this amount is from Mountain/Valley DMO arrangement for shuttle service between Panorama Mountain Resort and the District of Invermere which includes \$35,000 of Resort Municipality Initiative (Provincial) funding.

The Columbia Valley has two transit routes:

- Route 1 – Canal Flats/Invermere; and
- Route 2 – Invermere/Radium/Edgewater.

There are specific bus stops along each route; however, in the rural areas where there are no designated bus stops, the bus can be flagged down anywhere along the route where it's safe for the bus to pull over.





In addition to the two scheduled routes BC Transit offer **On-Request**. On-Request offers pick-up and drop-off service as an extension of a fixed-route and is available in Invermere and Radium. All customers are eligible to use this service. Priority is given to the first to call and people with mobility challenges. Users are required to call one business day ahead to book. Bookings received less than 25 hours ahead will be subject to availability. Examples of locations: a house, childcare centre, or employment site.

Detailed route information is available on BC Transit’s website at [www.bctransit.com](http://www.bctransit.com), including the Columbia Valley Transit Rider’s Guide, which has all the information you need to know about the transit system.

## Fares

Fares are \$2 or \$2.50 depending on where you're going, and children four and under ride for free.

### Scheduled Routes

TYPE	LOCAL ZONE	REGIONAL	NOTES
<b>ADULT</b>			
SINGLE FARE	<b>\$2.00</b>	<b>\$2.50</b>	Drivers do not carry change
10 TICKETS	<b>\$15.00</b>	<b>\$18.00</b>	
MONTHLY PASS	<b>\$42.00</b>		
<b>CHILD (4 AND UNDER)</b>			
Children under Four ride free with an adult.			

### On Request

TYPE	FARE	NOTES
CASH FARE	<b>\$2.00</b>	Drivers do not carry change
10 TICKETS	<b>\$15.00</b>	
MONTHLY PASS	<b>\$42.00</b>	<b>Available from the bus operator</b>

### Health Connections

ROUTE	FARE
GOLDEN / CRANBROOK	<b>\$2.50</b>

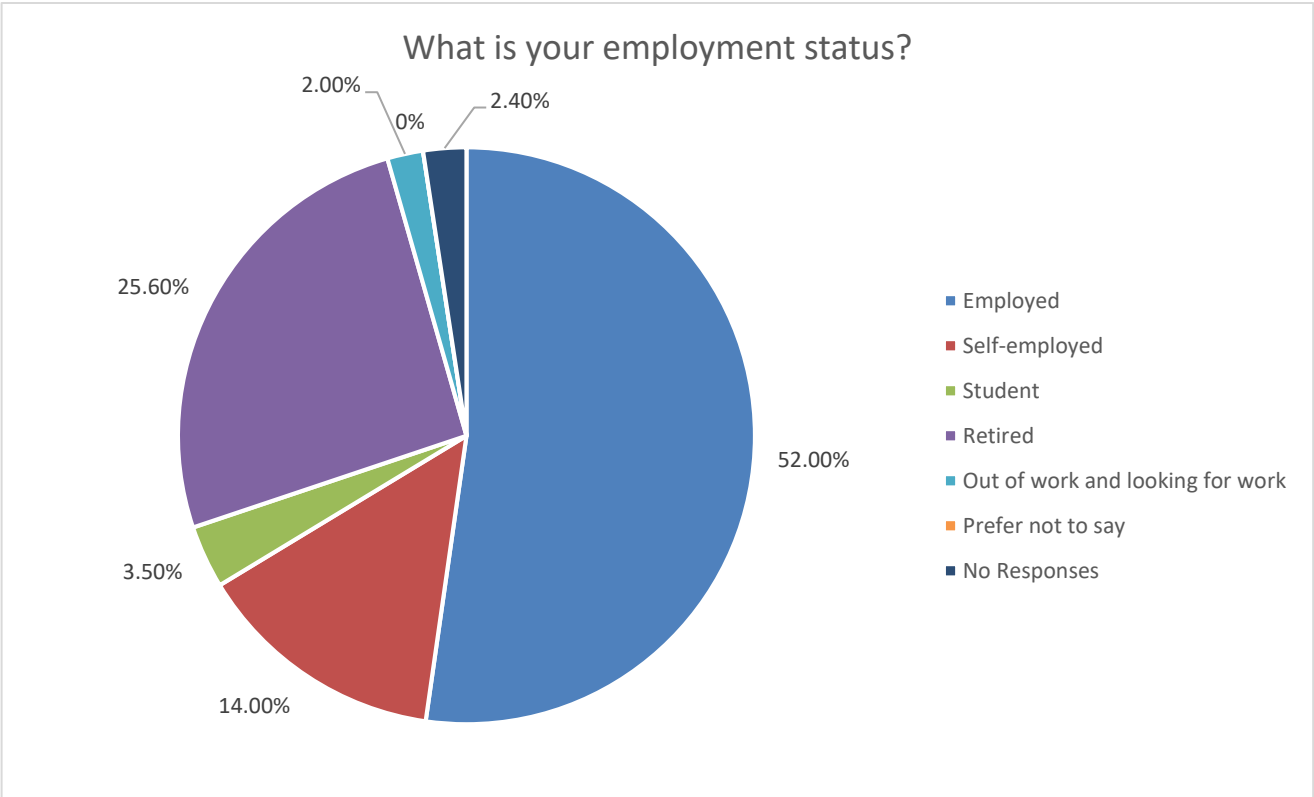
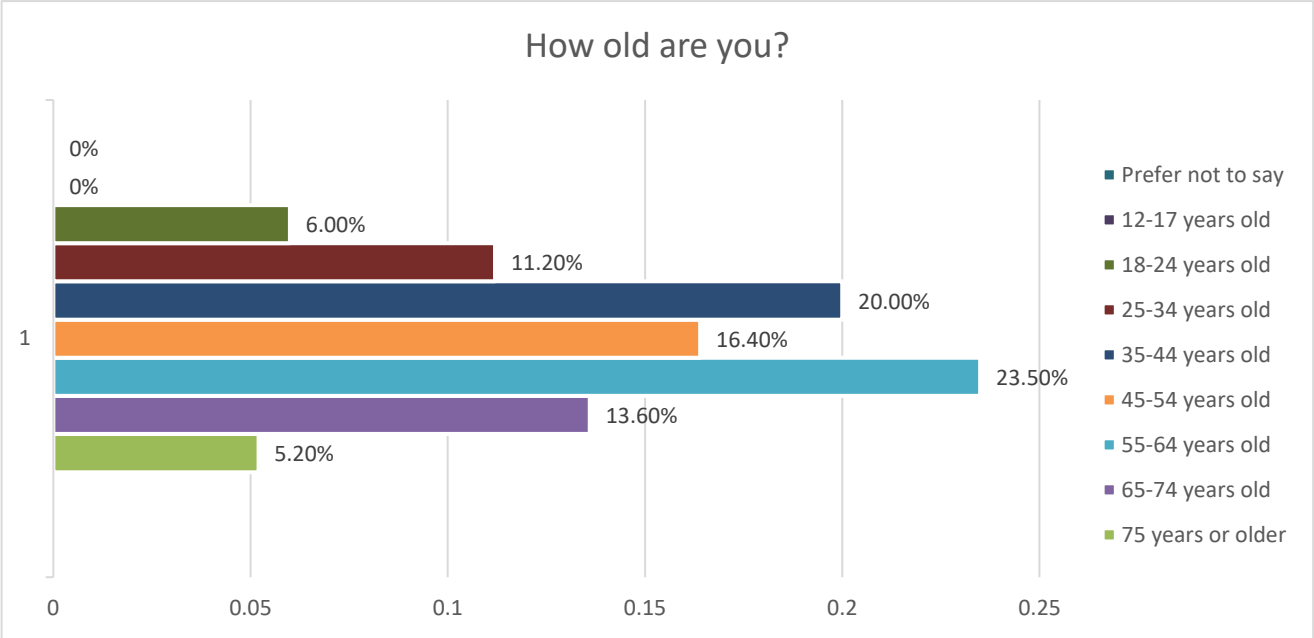
Service is not provided on the following days:

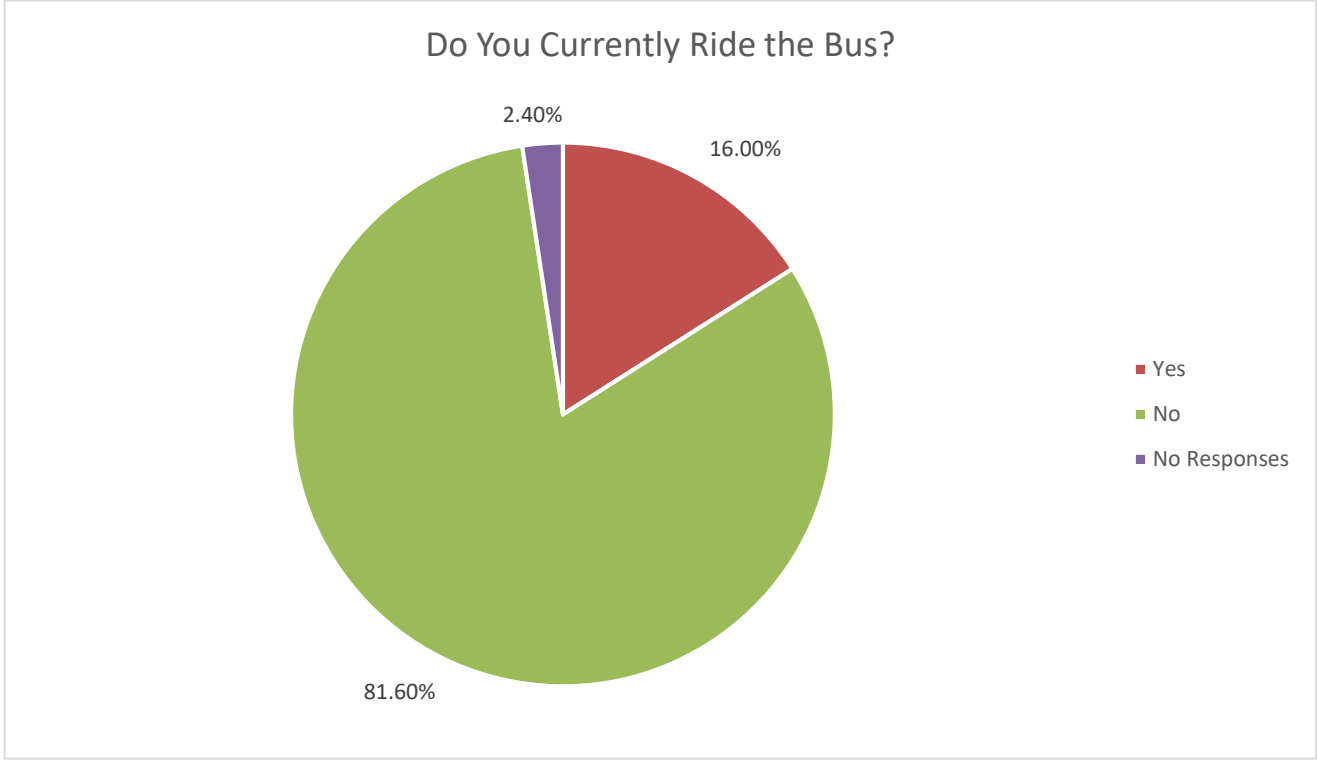
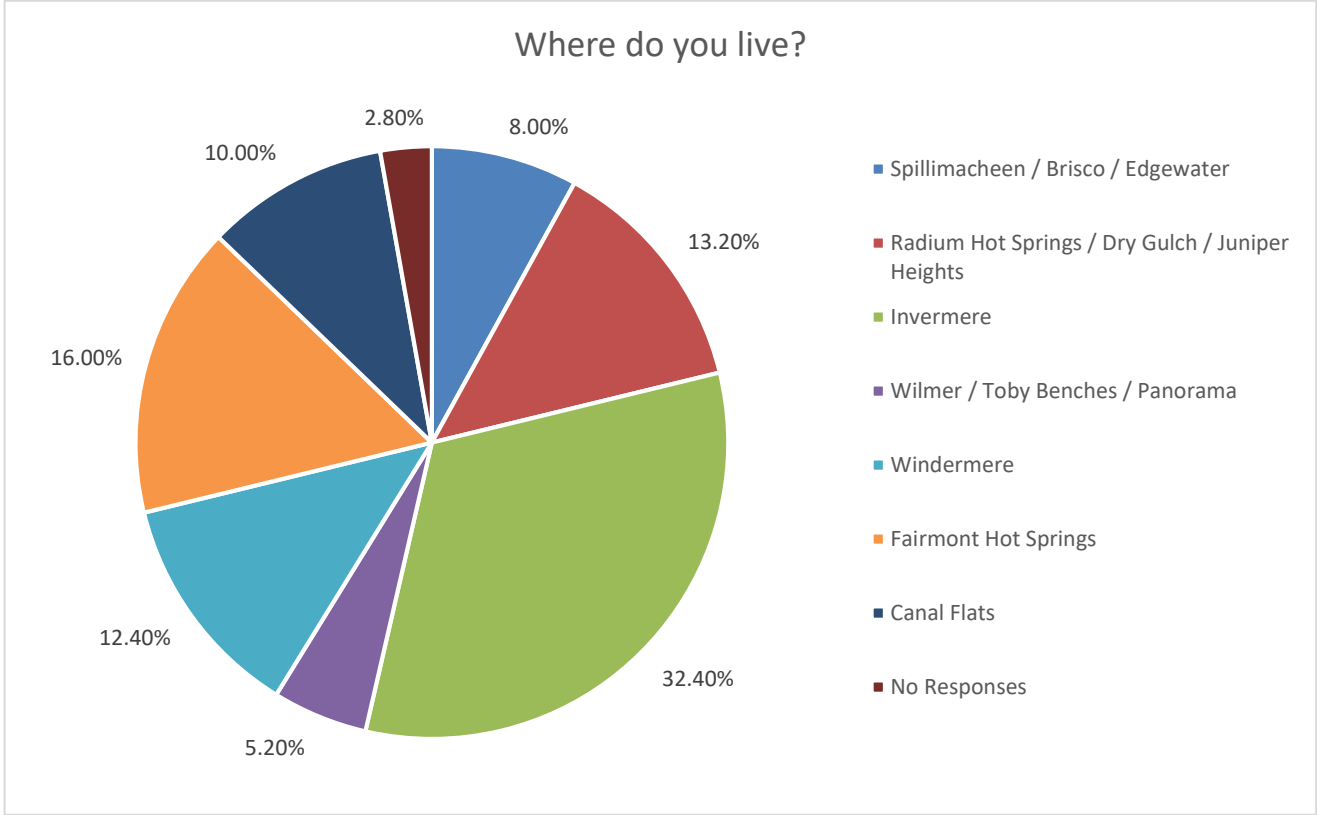
Family Day	Canada Day	Christmas Day
Good Friday	BC Day Labour Day	Boxing Day
Easter Monday	Thanksgiving Day	New Years Day
Victoria Day	Remembrance Day	

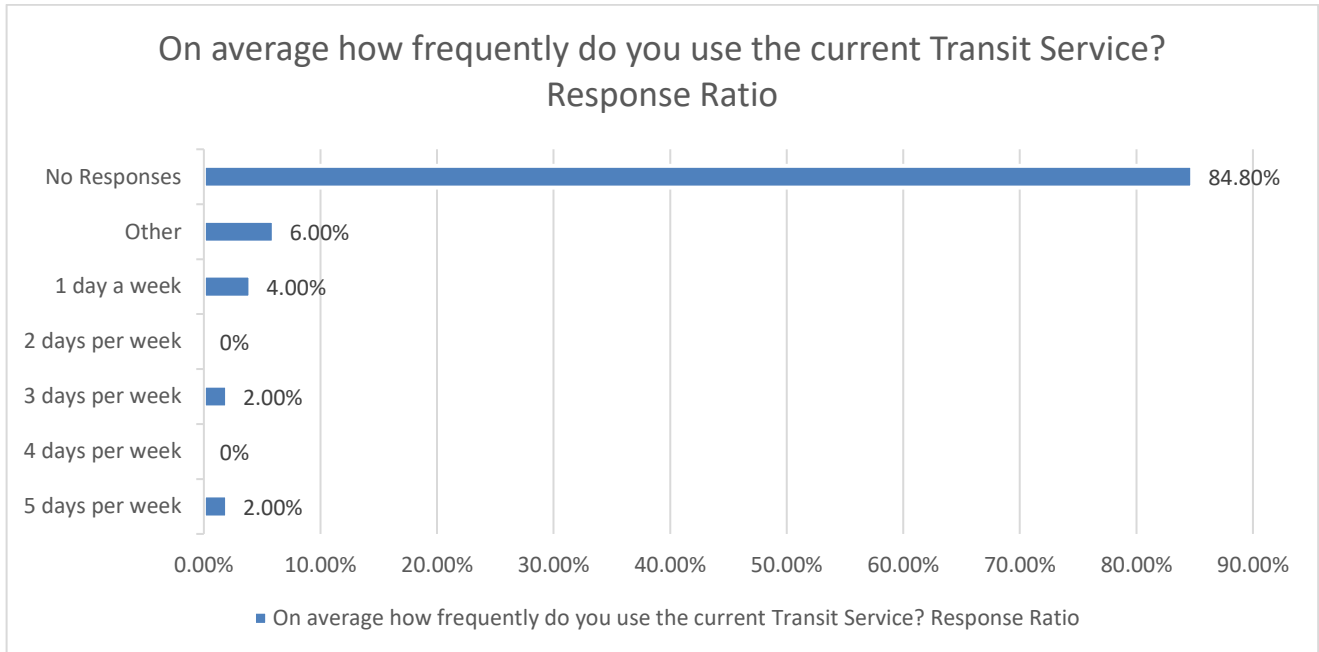
The Health Connections Transit Service which connects Columbia Valley residents with non-emergency medical appointments in Cranbrook on Mondays and Fridays. Although medical appointments are given priority, everyone is eligible to use this service if space is available. The Health Connections route is run in partnership with the Kootenay East Regional Hospital District, RDEK and BC Transit. Trips must be booked 24 hours in advance.

# Survey Results

## Individuals Results - 250





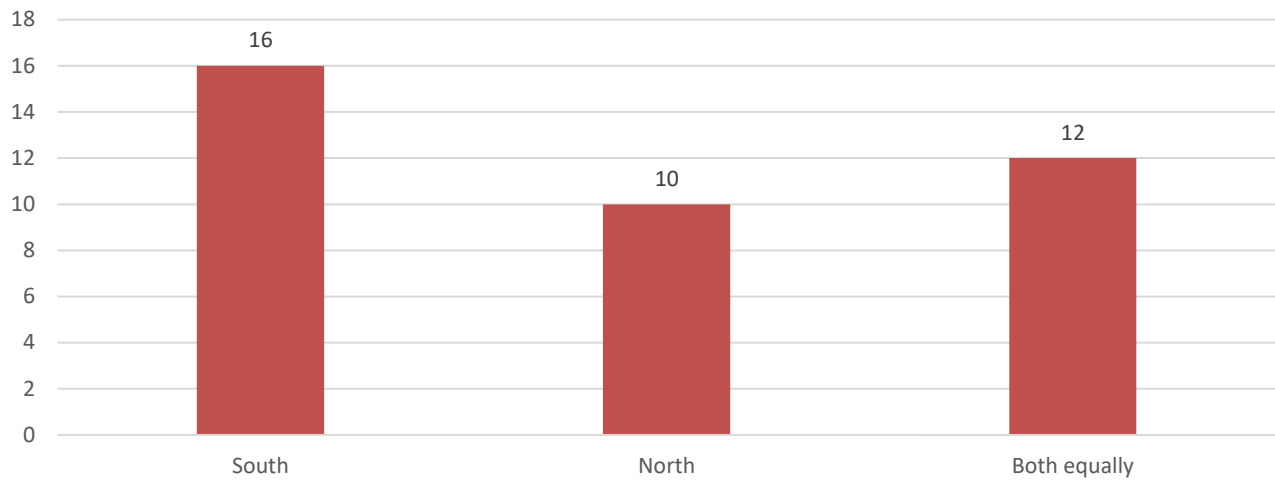


### Comments

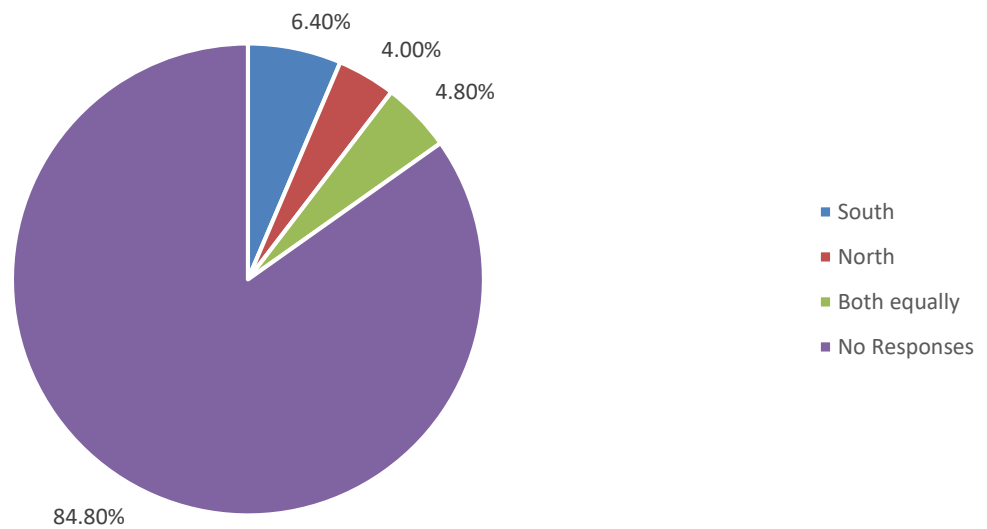
- medical appointments
- When schedule works, for after school activities
- Evening and weekend work often so I usually have to drive or catch rides
- medical appointment to Cranbrook
- Ocassionally as needed
- 5 times a year
- One a month
- For medical appointments
- A couple of times a month
- medical bus
- Few times a month
- One a month in fall and winter
- Depending on Medical appointment dates
- Once in awhile for medical use
- once in a while for a trip to Cranbrook



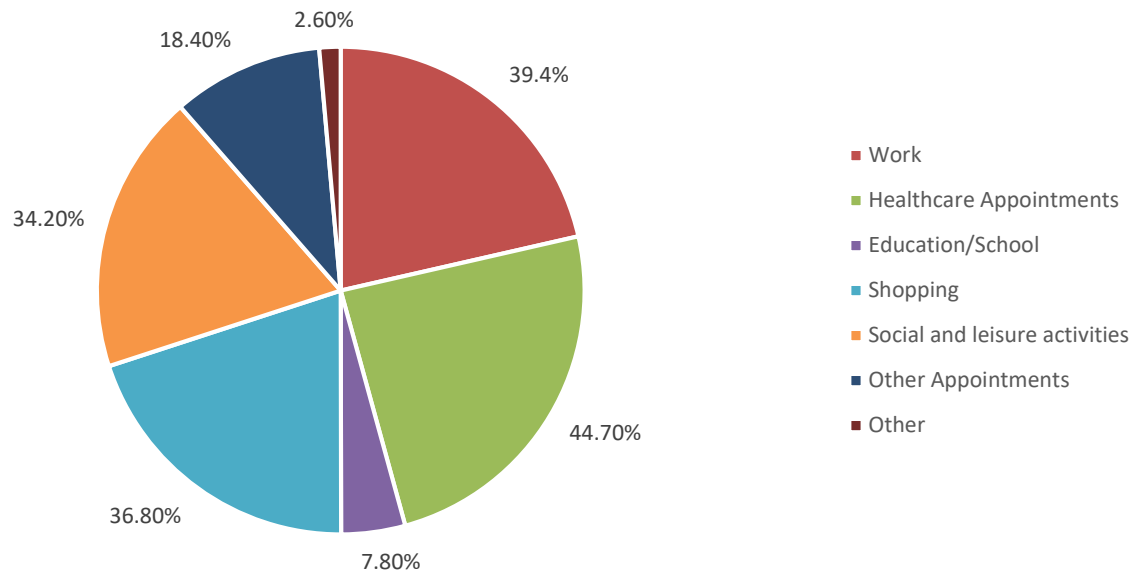
Which route do you use most frequently? Number of Response(s)



Which route do you use most frequently? Response Ratio



### Why do you use the current Transit Service



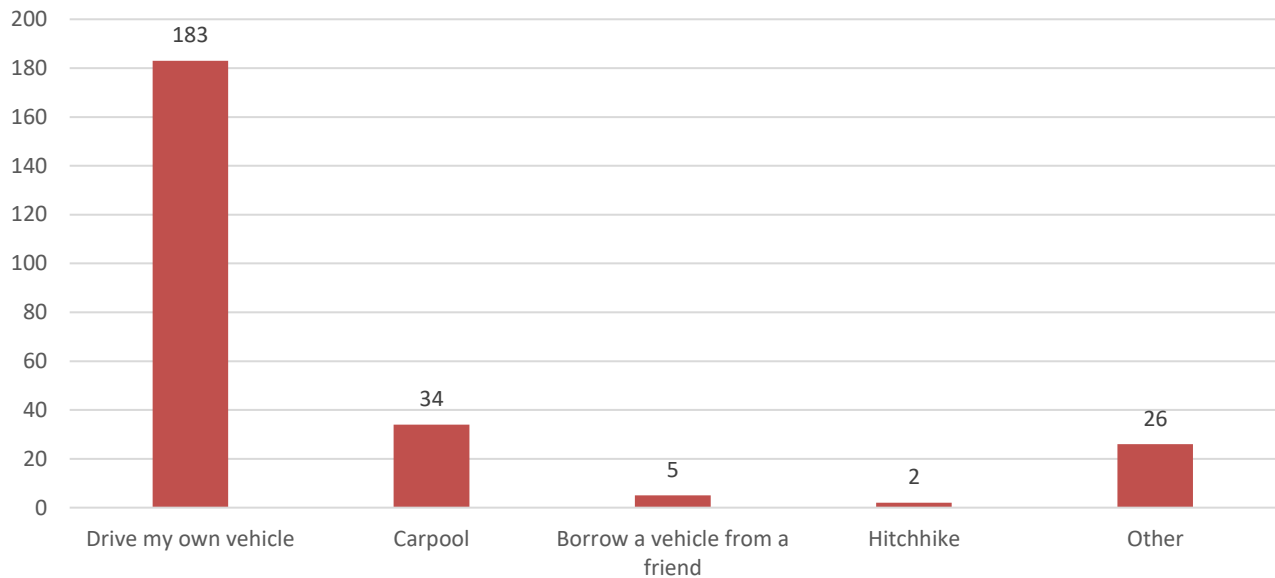
### PLEASE TELL US WHY YOU DON'T RIDE THE CURRENT TRANSIT SERVICE

As no one answered this question is it recommended that the CVCC conduct a simple poll

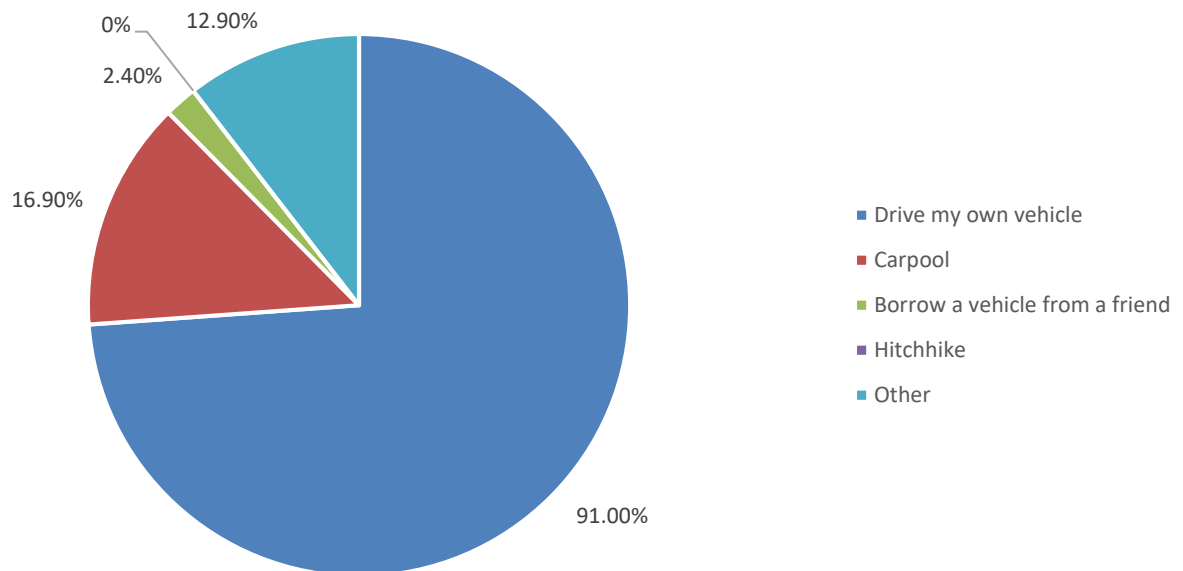
#### ACTIONS

- CVCC to make survey question
- Share on Facebook. Pioneer, RHSCC, committee members to share
- Send by email to all that responded to individual survey

Since you don't use the current Transit Service tell us how you get around the Columbia Valley.



Since you don't use the current Transit Service tell us how you get around the Columbia Valley. please check all that apply.

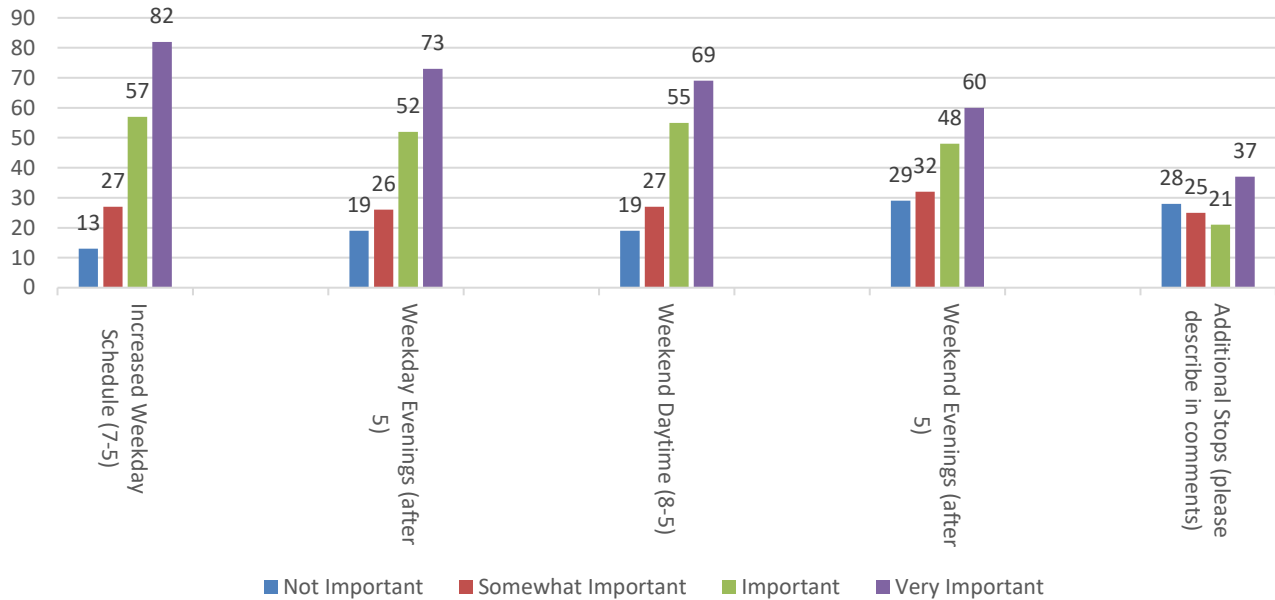


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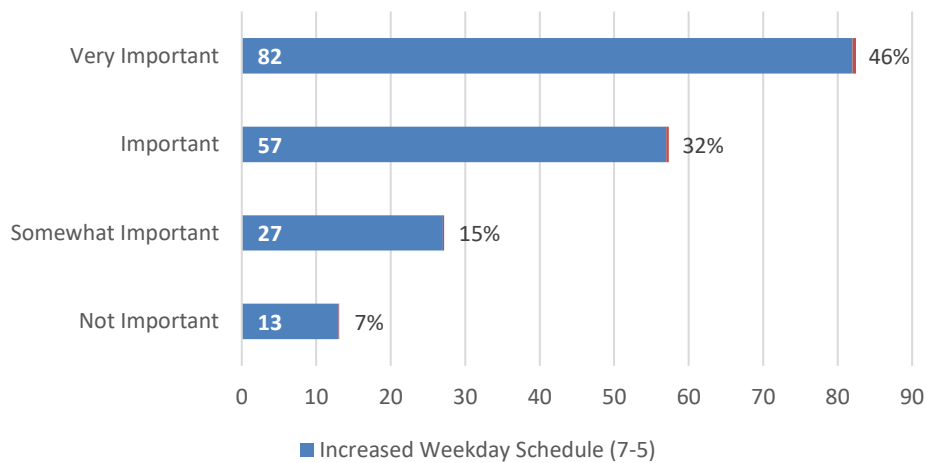
## Comments:

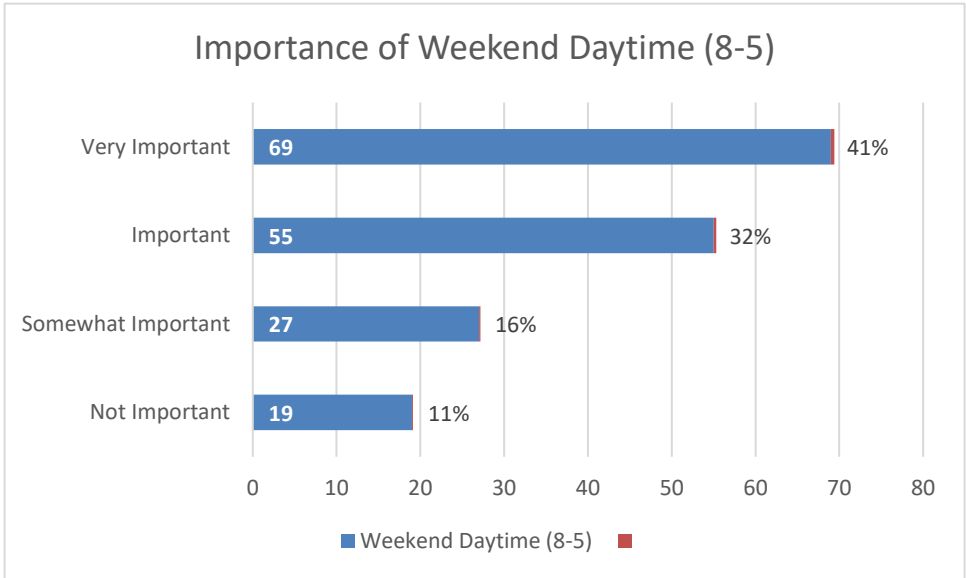
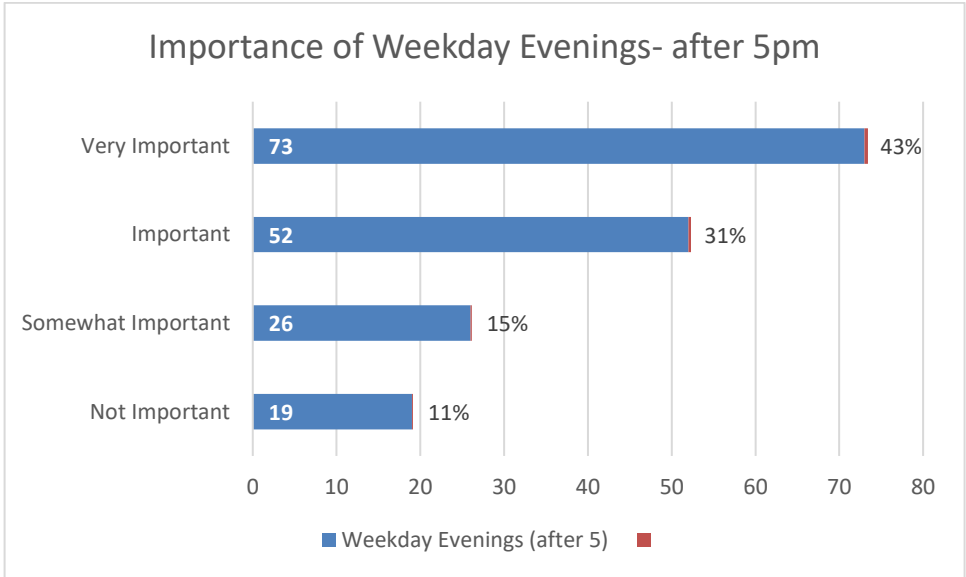
- walk or bike
- walk, ride bike
- Stay in another town 3 days ahead of a appointment so I can be sure to have a ri
- Bike
- walk / bike
- We need a bus so I can get around being disable for life so I can't walk that go
- Walk and bike
- Get my husband to drive me and pick me up.
- depend on others
- bike
- bike
- Panorama winter shuttle
- walk
- Walk
- bike
- Own vehicle
- Bike
- ebike
- Bike
- Walk
- Ride bike
- Bike / Walk
- own vehicle
- medical bus to cranbrook which doesn't go to Golden for ultrasound appt
- bike or walk
- bike

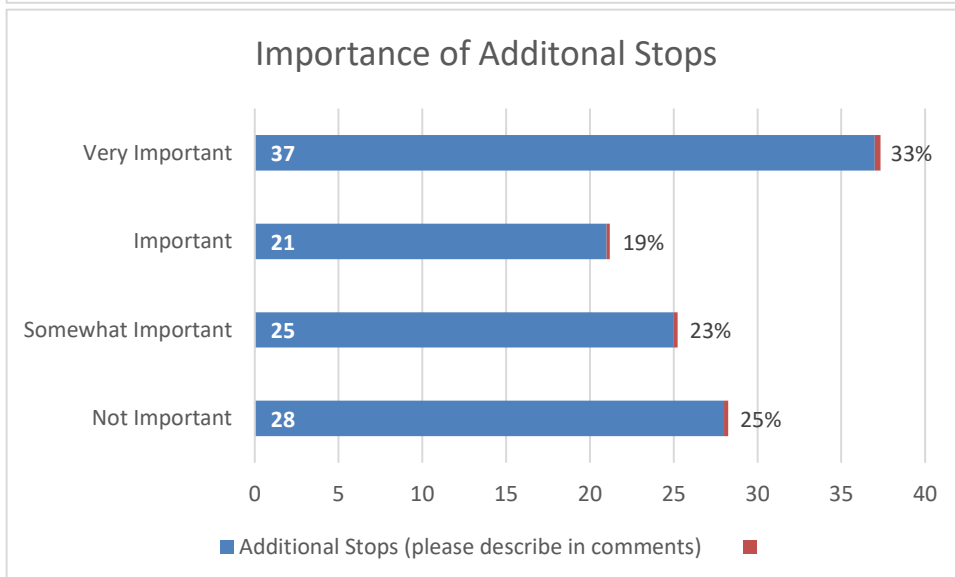
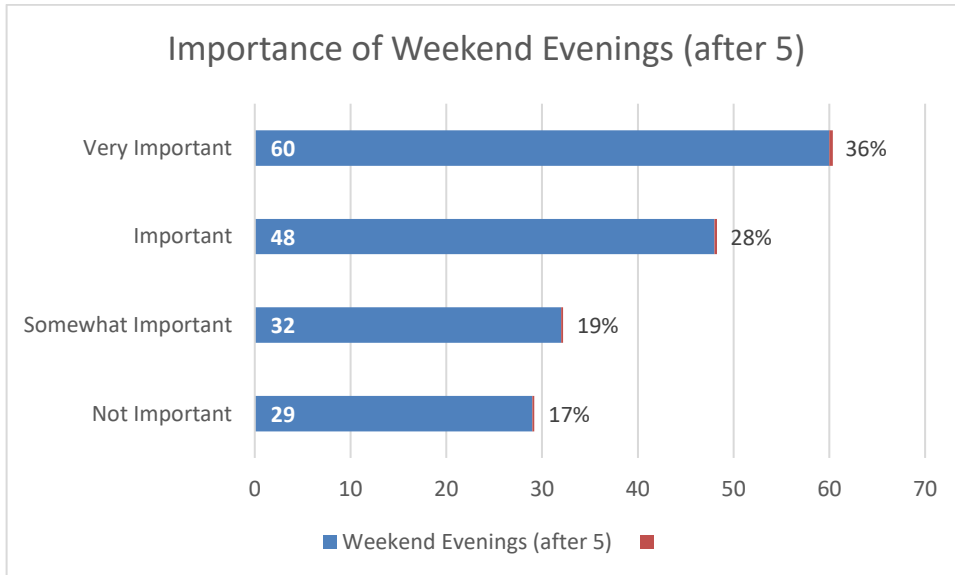
If enhancements were made to the current Transit System please tell us how important the following improvements would be to you.



### Importance of Increase Weekday Schedule 7 - 5







### Comments:

- I have some senior friends that do not drive and had to move to radium because there were no available long term rentals in Invermere, they had always walked everywhere. I believe it is isolating for them and because they have to commit to spending the whole day in town if take a bus in....it becomes too long of a day for them. I think it is important to them to participate in the social aspects and even just for groceries and basic needs that might not be available or at good prices at ho
- I have used the bus system earlier this year and had problems with finding where it stopped and fitting my schedule for work.
- Don't know where the bus stopped the first time so found where it did stop and rode it to learn. Being able to find a bus stop sign is better then having to flag down the bus.

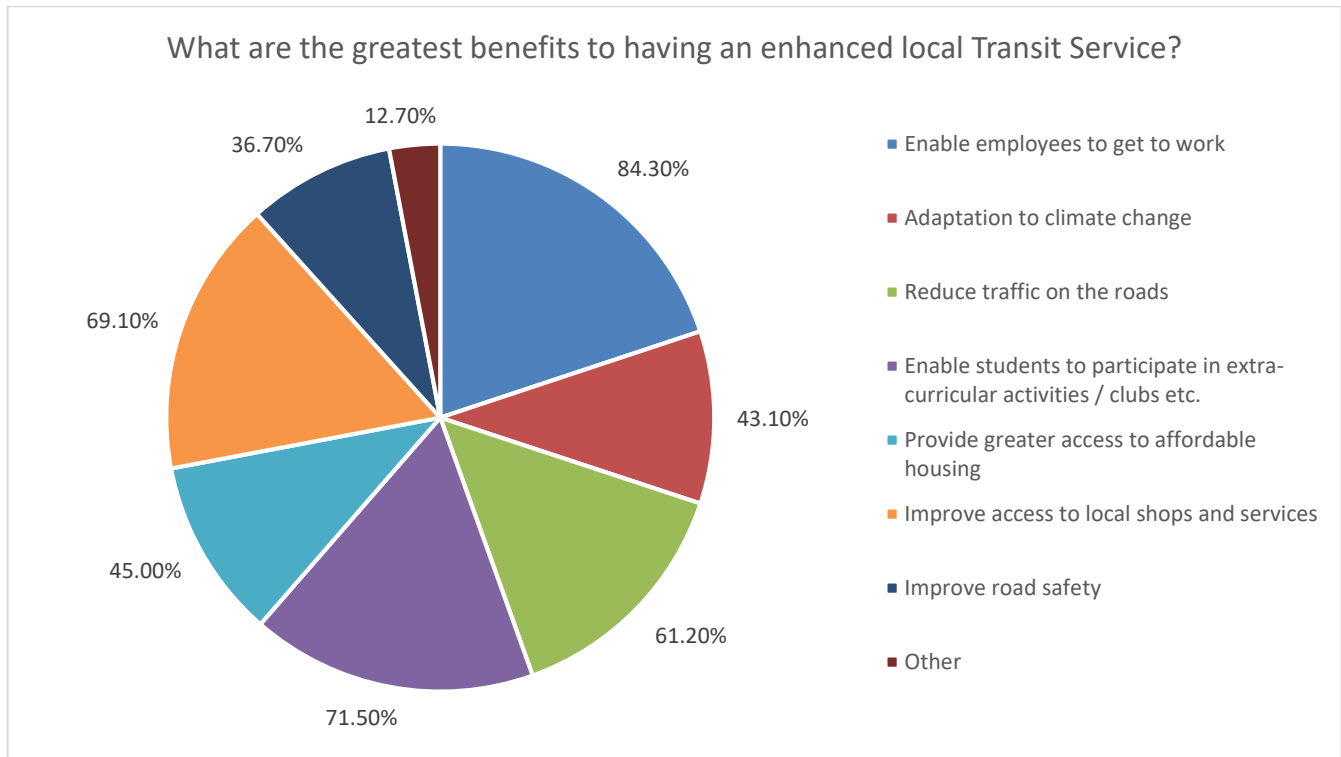
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- It is virtually impossible to find the stops on the website. Where there are bus stop signs, very hard to find. They blend with the landscape. The schedule is hard to decipher
  - My need is to get to Calgary to the airport without leaving my vehicle in a Calgary parking lot for 8 weeks.
  - Stop up at high school / college
  - Since there is no late bus for high school like when I was a child I find it hard for many parents who have children in dtss
  - There are alot of people who haven't the ability to drive who either work and have to plead for rides on fb when transit isn't an option. It would be great for teens and their ability to find work and to participate in sports etc. For seniors it is good for flexibility in appts, or visiting friends etc. It is all around a great idea.
  - Stops in Althamere (No Frills area) and bottom of the hill (Huckleberry's)
  - There needs to be more busses in a day. Having a appointment in cranbrook at 10 am and having to wait till late afternoon to get home is a huge inconvenience with 2 special needs children. Maybe 3 busses in each direction. Or better yet follow west Kootenay plan. There shuttle busses are amazing
  - Stop at College of the Rockies
  - I think it is very important to give the public the full costs of this transit program with the current usage. I see the buses often empty -while it seems like a good idea the cost effectiveness is a major decision to the tax payers. Having a survey to ask what you want without any cost is a free gift at tax payer expense and makes the survey biased. The people who want more will be the main ones to fill this out. It appears you are doing this to add more without the public getting all the facts
  - I would take the bus if available on a steady pace.
  - Westside Road south of Invermere
  - unsure...do not know the current stops.
  - more stops up near no frills and area
  - I live about 10km south of Fairmont Hot Springs and have concerns as to how I would travel if unable to drive. I would need transportation to and from Invermere and Fairmont and probably Cranbrook on occasion.
  - Stop at DTSS (high school ). Daily trips to Cranbrook and 2X week to calgary
  - Stops close to shopping
  - This would be important for my family members.
  - From Invermere new Dairy Queen (dance studio) to Fairmont would be very beneficial to me.
  - Closer to home, especially in the evening.
  - the time do not work for me I when I go to Invermere I have to wight up to 3 hr to go back to Windermere
  - Columere



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- I would like to get to Cranbrook and Golden. Movies, hospital visits, skiing at other valley resorts would be great with someone else driving.
  - Any increases will add to the waste that already exists with subsidized empty busses running around.
  - Medical clinics, grocery stores, hospital,
  - The resort areas have no public transportation.
  - Pub trans by nature has limits in comparison to having a vehicle My weekend & even act's are very conscouss choices when it usually means a cab in one direction or planning well in advance to attend with a friend. Weekdays I find that when ypu plan ahead it is easy to accomplish what I need an afternoon in Fairmont, errands in Invermere or a trip to Radium to pick up mail. When I hear people moaning about timing I know it is a relate to asking for what they need & planning
  - Radium hot springs pools for us swimmers and youth or 830 in the morning back to fairmont canal flats to connect with again the pools at fairmont or the recreation Centre in windermere
  - To cranbrook and Calgary. Medical.
  - I have mobility issues and canâ€™t bike or walk to the stops. If the bus came out to the end of Fort Point, many of us would use it to get to physio, the senior center and the library. I think there should be a stop in Wilmer, too.
  - Columere Park
  - Baltac Road
  - a stop on south side of Windermere (indian beach area)would be helpful to me,
  - I drive but I have 4 children that have activities and jobs that they need transportation to. We live in brisco and currently have nothing.
  - Spillimacheen
  - More stops would allow people to get to the bus on time after work or activities. Some of the locations are too far from places of work or activities, for people to make the stops on time after work/activities, or to get to work/activities on time.
  - Important that the stops help 1) people get to and from work 2) kids can get to and from after school activities 3) Stops at some of the recreation facilities
  - Travelling between Invermere in the morning to Fairmont Hot Springs Resort and back is not currently feasible
  - In Red Deer, AB they used a Dial-A-Bus model for after hours when the demand wasn't high. This was a great addition to the community because it meant transportation was available and affordable. Being in Fairmont is difficult to access transportation. We need access to transit desperately.
  - Not a fair question as I don't plan to use the service. It is about the cost of increaed service will be on the tax payer.
  - would like to visit the other communities but don't have enough info re price and times of pick up and drop off

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- Later shuttles for late night shifts
  - A stop near the radium golf course/binnie road would service myself as well as all of the staff who work where I do as there is staff accommodation there. It would also allow my son to get to and from radium where his school friends live, when we are busy working.
  - Brisco, BC
  - More stops at local areas including the golf courses, not just the resort and off the highway
  - Additional stop at HWY93/Columbia Ridge Road would open the access to CWT to large community at Columbia Lake. Windermere - Cranbrook daily bus would allow for work/shopping commute.
  - High school
  - We need to see a bus run again between the valley and Calgary at least once a week
  - Would take the bus from the fairmont lodge up to the ski hill if it was available
  - More stops mean more opportunities for people to get on and off.
  - Windermere
  - Some residents have mobility issues and may not be able to walk the distance to the closest stop. It might be possible if the resident could call and have at home pickup seeing how Windermere is not a large community and would only add seconds to the timeline.
  - There is NO bus to Wilmer, no bus for kids/adults to get to town for ski bus etc there is No school bus for after school activities as is in all other communities
  - Not sure of the current stops but I think it would always be useful for those with limited mobility.
  - Radium hot springs pool in summer for kids and seniors, stops by no frills and castle rock some can take their bikes to legacy trail, and college of the rockies
  - Wilmer.
  - The bus roars past Edgewater in the morning, getting to the Chamber of Commerce at 8:05 having traveled 80 miles from Golden!  
It will not stop for college students or workers who walk up to the highway at 7:35 am I asked why the bus would not make this essential stop that would make Edgewater a potential residence for both Tourism employees and College students.  
The answer was that Union Regulations would not allow that long a working day.  
Then I asked why they did not start at Edgewater
  - Medical office stops in Cranbrook
  - Always exceptions to the rule. Leaving females, seniors, children at a location where they then walk the highway or walk in the dark during winter...let's get them to a safer location en route & within safe access to their shelter/building etc.
  - I have cerebral Palsy and I use an electric wheelchair part time to get around outside . In the winter, it is hard for me to get around independently, as well as going place out of town. With transit, I would be able to go anywhere I need to, regarding the type of weather outside or the distance of my destination.

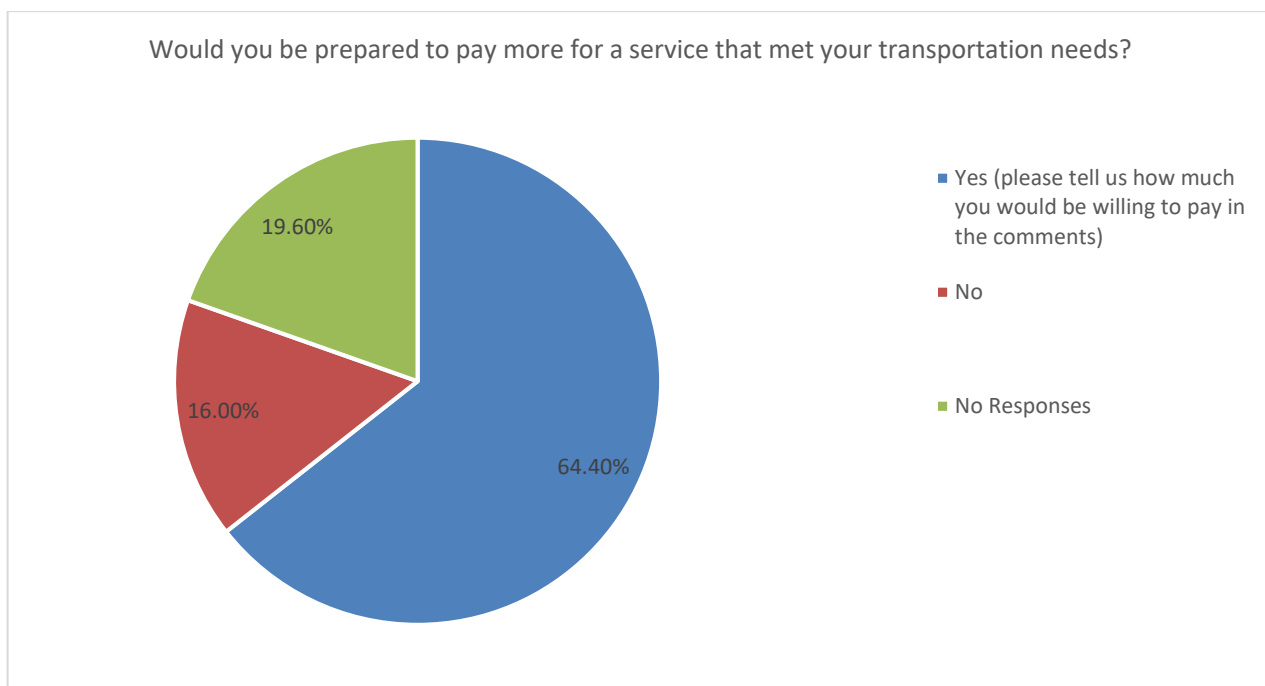
- Juniper Hts
- move the bus through residential areas more
- I feel the extending hours would help bus patrons get around our valley.
- Stores, buisness around town in the winter



### Comments:

- Seniors to access more vibrant centres if they cannot find or afford to live cen
- access to recreational events, facilities and beaches
- safer during winter. more time for reading, etc
- Tourists would come much more if they was actually able to commute without renta
- None if it is not cost effective-give us the information
- And less emitions
- access healthcare in town from outlying communities
- provide transportation outside of the central areas ie south of Fairmont
- Teens can access services /classes
- Improvements better to all Areas more business, shopping for the older folks,da
- provide adults to get to clubs, etc and prevent impaired driving
- Almost no benefit.
- Sense of community among riders

- Provides an affordable transportation option
- Help seniors get about.
- socialization
- Medical appointments
- All of the above
- guest transportation who don't want to use their own vehicle or caravan
- All of the above
- Take the airbag pressure down from 125 psi to 90!
- More days available to make medical appointments
- access to events, festivals, markets, music, craft fairs, medical/health !!
- doctor app
- options for people with diverseabilities
- provide accessible transit for people with diverseabilities



**Comments:** (note: comments that we just a number have been removed to facilitate the ease of reading). The average suggested fare is \$4.17.

- \$1 for distances under 10 km  
\$2 for distances up to 20 km  
\$3 for distances of more than 30km
- \$2.00 would be an easy and relatively inexpensive way to travel to and from within the valley...and knowing that there would be a pick-up at the time you want is certainly valuable.

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- \$2.50 in town stop to stop  
\$3.00-\$4.00 if travelling from neighboring towns Eg. Radium to Invermere
  - \$3 - \$5, depending on distance.
  - \$3.00 seems reasonable
  - \$3-4/ ride. It would be equal to my driving a car
  - \$5 one way would be ok, but for those that use it to commute, some kind of package deal like the cities have would be good
  - \$5 or depending on travel
  - \$5 or more depending on the destination
  - \$5-\$10 for trip between Columbia Lake and Invermere,\$5 from Invermere to Radium
  - \$5.00 seems like a reasonable minimal charge depending upon the distance - the greater the distance, the greater the fee.
  - 5.00 or more
  - At least double
  - But depends how much more too
  - But it would depend on how much more for what service? Currently as it is, the \$2.50 is perfect. I don't know if I would utilize the bus as much if the cost increased.
  - create a formula to incorporate gas prices, insurance etc. From there a fee could be set.
  - depending on where you would be going. Farther distance is more then just going around town
  - Depends on distance. Between \$5 and \$50 within the Valley is reasonable to me.
  - For the distance this is fair and a higher price would be too much particularly based on Invermeres low wages
  - I am on a fixed income I couldn't afford to pay more.
  - I could manage another 50 cents
  - I don't mind paying more for a good device max \$3:50-\$4:00
  - I don't ride transit, but I know it benefits many people who do not have reliable transportation. I think they would be willing to pay a bit more for increased service.
  - I have Interior Health handy bus service within the current scheduled runs due to physical restrictions.
  - I think up to \$4 is reasonable to ask
  - I think up to 5 is reasonable
  - I will let bc transit determine the rate
  - I would be willing to pay \$5-10
  - I would pay \$10 to get to Golden or Cranny. \$4-5 for Canal Flats, \$3 for Radium or Fairmont.
  - I would pay however much they asked, even if that meant buying a yearly or monthly bus pass!

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- I would pay more and that would depend on how far I need to go.
  - I would pay up to \$5
  - I wouldn't pay more than \$5/trip. However a flat monthly rate for those utilizing it more frequently may encourage more people to utilize the transportation.
  - I'd be willing to pay up to \$60/month for increased service.
  - if more stop and time was better up to \$4.50
  - If schedule worked on weekends I would be willing to pay \$50 for a monthly pass for my kids.
  - If the bus/van were stationed locally, less fuel would be needed to come from Golden (where the buses now reside).
  - in banff and other small towns employers would partner up with transit and govt based on occupancy of the business would help pay as a way to offer staff, guests of hotels, resorts and hostels, air b&b, and other a better way of getting around.
  - In the UK all seniors travel on all public transit for free
  - It costs \$15 to drive to Invy and back w my truck for two. A rate of \$3.50 would be equitable but my carless roommate says leave it at \$2.50! There would be a major savings basing the busses in Edgewater regardless of who owns the fleet. ( I had and still have a large building in on Industrial zoned property that would work)
  - It would depend on the distance of travel. Up to \$10 for a return journey to Cranbrook (from Invermere) would be acceptable.
  - Keep the money for the monthly pass low, so that people who have to take the bus for work or to bring their kids to school can still use it but increase the single tour up to \$3 - \$3.50
  - Kick up to \$5.00 round trip Fairmont to Invermere. I would use transit more if schedule gave more flexibility
  - limited to less than \$5 to allow lower income families travel. May also have a range of pricing for student/senior/child fares.
  - Living in a small town with a physical diverse ability can be challenging, especially in the winter time. Having transit available would allow me to go to work, and run errands downtown independently in my wheelchair, which would mean a lot to me./
  - max \$3-4, more for service to Cranbrook or Golden
  - maybe 3.00 but try to keep it low so esp. younger people will used it and ADVERTISE!!!
  - No b/c I don't use the service. You should be asking how much the average property is currently paying to fund the service. Are we getting value for money. Do the tax payers feel they are getting value for service.
  - Not sure
  - On,y a modest increase, please.
  - Possibly use the set standard for recalculating the fees when prices go up. ie gas insurance maintenance etc.
  - Really need transportation on weekends and holiday 7 days a week

- Roundtrip \$5 even - One way \$3 - Hop on Hop off Fare for two stops and return \$8 (could translate to one direct to town with 2 stops on return)
- That depends on the real cost.
- Three dollars for starters
- To cover costs, it would need to be \$100.00 per ride
- Under \$10. Fee might vary depending on distance travelled
- up to \$3 each way. anymore than that & I might as well drive myself. right now at \$5 round trip the cost to me is about the same. I don't use the bus as it's times rarely work for me.
- Up to \$4.00 per direction if going from radium to invermere, and up to \$3.00 per direction if going from our home to radium.
- Up to \$5 round trip
- Up to 3.50 if the service was adequate
- We have all chosen to live in a rural environment where distance between things is vast. Bus passes would definitely be the way to go and consideration of distance should be factored in. (Canada Line as an example - further you go the more you pay during busy times)
- What is the break down of user cost per trip? Including driver salaries/bus costs and repair/support staff/computer/office work? How much is being spent on this survey? It is all money out of our pockets.
- whatever it takes
- Willing to pay \$4 if decent evening schedule or increase in service daytime as well
- Willing to pay more per single use BUT would expect there to be a monthly pass that would be cheaper, similar to other jurisdictions
- Would depend on distance of travel
- Yes but not alot more. We have to remember that these people utilizing this service may be unable to pay a whole lot more.
- Yes pay more if a one time user but also have monthly passes for frequent use.

### ***Is there anything else that you would like our project team to know about Transit in the Columbia Valley?***

- The leaving town before 5 is a hassle because most people finish at five not 4:00
- More public transport to Cranbrook and Calgary
- We need another Calgary connector. Unfortunately, we don't have many riders for that to be incredibly viable
- I work till 6:15 and have no co-workers on my shift so catching the bus is not an option right now. It forces me to take my car when I found that taking the bus was more enjoyable. The schedule doesn't give a good indication as to where the bus stops so had to ride it once to know where I could catch it. No Frills has no stop but can flag down.

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- Make the Chamber the bus loop for N.& S traffic and another vehicle does the DOI, Atlelmere etc. This would allow better and more comprehensive coverage of Radium, the east side, Windermere etc
  - Having more time options will enable it to have better use.
  - We need regular transportation between the CV and Calgary. This would enable tourism as well.
  - It's really poor north of Invermere. Get to Invermere late and leave early. It doesn't work for people needing transit for work or school.
  - I am a single mom of 3 who does not drive so having a better bus system is something I would absolutely love to have. I always have to cancel very important appointments because I can never get to them and I can't afford to move out of canal flats so I feel very very stuck!
  - It's a great service for those that work in this valley. If we could extend towards Cranbrook I myself could possibly use as well.
  - Why should it be more? It's a hour to cranbrook from Invermere not that needs to be center point but still.. Nelson bus runs for a longer distance than yours would. And they pay 2.50. Why would it cost more here to the same thing. With a greater population. Sure build it users would come
  - I think it is important for people to access appointments and all services in community
  - Complete detailed cost effectiveness breakdown since it was started. Published for all to see. Exactly where the money is coming from. Not giving any cost to this survey makes it invalid!!!! A government funded program that asks what do you want with no cost shows government ineffective and should be voted out.
  - More access means more connection to wide variety of places people. Its comforting to know theres a bus that is running. The Columbia Valley is a perfect place for connecting the community's with reliable steady transit.
  - IHA should purchase their own mode of transportation. Private health facilities have their own van/bus (CLBC Mt Nelson Place and GLM Columbia Garden Village). IHA should do the same to support their clients and patients. I have used the medical bus and found it useful. Our young family member has used the medical bus for weekend travel.
  - More public education would be helpful, especially concerning the benefits of using public transit. Also posting routes and stops for those who haven't used system.
  - I think that given there are so many retirees in this valley a transit system that would provide elderly people with the ability to get to their medical and other appointments, get groceries, shop and visit friends is vital for when they are unable to drive their own vehicles.
  - It would be great to have a simple transit link to Cranbrook for shopping / medical appointments / social outings.
  - Weekend and after school schedule is important for teens to engage in their community and attend employment, dance classes, swimming etc. without compromising a parents work schedule in order to drive to places for their teen.
  - It's important for those people who don't, or are unable, to run a car



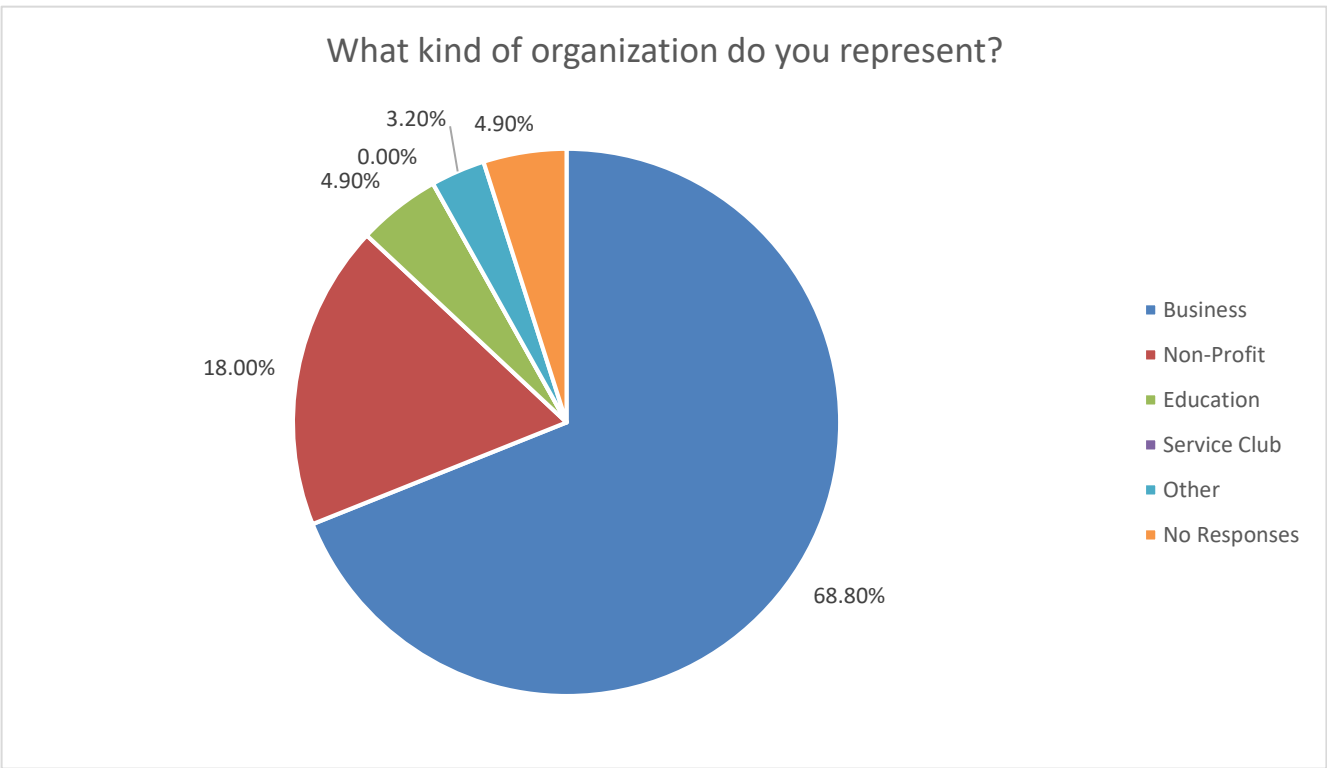
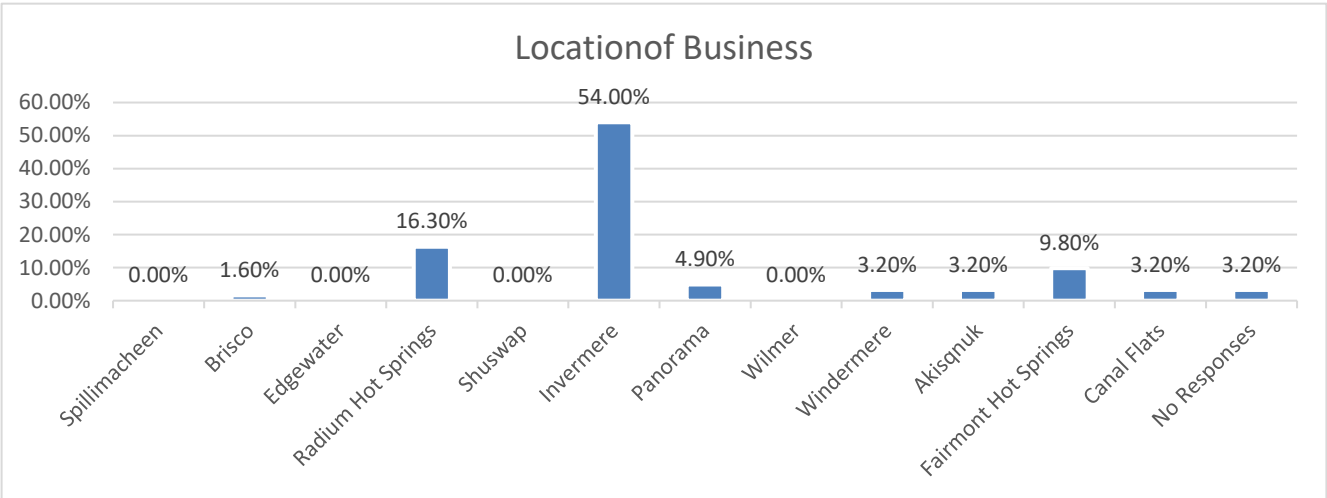
- 
- Increasing the transit would greatly improve the community in all aspects. It would allow students to have jobs that live in rural areas who don't have transportation to and from, it would allow others to be able to look for work throughout the community as well. It would provide more opportunities for all people of the valley
  - There are a lot of disabled people that can not get around
  - Put some bus stop
  - Just not often enough
  - It would be nice to have a few more stops in Fairmont
  - Roads are too dangerous especially in the evenings. Party goes!
  - There simply is not enough, cabs are unreasonably expensive, the bus does not run frequently enough or late enough for some people
  - We need to advertise this new, improved transit. A full on marketing campaign to convince people why giving up their car is a benefit. Visibility - signs everywhere, promotion events, etc. I'm convinced the Calgary shuttle was unsuccessful because nobody knew about it or knew about how reasonable the price was, or were convinced about the benefits!
  - I really wish you would examine the Monday and Friday service between Golden and Cranbrook. It's a real shame that a suitcase is not allowed on that bus. This eliminates any possibility of public transport to connect to the airport! Nor overnight Hospital stays. Charge us twice as much for the suitcase as for the seat if that's what it takes!
  - Virtually useless.
  - No matter how great you make it some folks ... who would probably not use it no matter what will complain about it. Service up to the high school and Radium pools would enhance use.. when I was doing college programs that started at 9 am not a reality to be on time so I was lucky to car pool.
  - If there was a connection between canal flats and Kimberley you can be connected to the whole valley
  - It would be great if there was a service to the actual Radium Hot Springs Pools.
  - Not everyone carries cash these days, a card that can be swiped and topped up would help people.
  - currently my mother can only take the bus from Invermere to Edgewater when she has appointments in Golden then I take her to Golden and drive her back to Columbia Gardens and back to Brisco where I live. There is just no bus that runs that allows for enough time to get to Golden and back plus go to appointments.
  - Even though I don't use the transit now I did for a long time living in Edgewater, I could get to work but couldn't get home, most people work until 5/6. I had to find alternative transportation and if you work weekends and a lot of people do it's even harder.
  - Transportation from Invermere or Fairmont to Cranbrook as well as to Calgary would be a wonderful addition. Particularly as those of us who have appointments in Cranbrook and Calgary.

- 
- It is very important to have transit in the Columbia.
  - Brisco needs something
  - Transit could enhance employment opportunities, assist citizens in maintaining health, assist learners in accessing programs and add to the economy .
  - I miss the bus "To Have A Nice Day".
  - Travel from Canal Flats and Radium to Invermere and Panorama for employees to accept positions is a key element.
  - It's a tricky one, but in the summer there is no regular shuttle to Panorama like there is in the winter. It makes it challenging for staff and locals who wish to send their children to Panorama's day camps that run in July and August.
  - We have to really understand who the clientele is that uses Transit. They and the business community should be able to tell you peak times as well as previous history of the present transit.
  - It makes such a difference to a valley. Look at the Bow Valley for comparison - not that long ago there was nothing in place between Calgary and Lake Louise and what they been able to achieve incl with grants from the government is great. thank you for spearheading this
  - Thank you. It's a service that is needed in our rural communities. I am sure it would benefit students who don't live in Invermere by allowing them to participate in after school sports/events, if they were able to catch a transit bus home.
  - This is tough survey b/c we are not given the amount of money we are currently be charged for this service, so it is hard to say whether it is good value for the level of service. How would/could ride sharing impact the transit service is another unknown.
  - Where do you get a copy of the present schedule?
  - For seniors, trips to Cranbrook for doctors appointments, etc. are appreciated in the winter months if you can ride the transit from our area to the Cranbrook area. This is very helpful. Increase in fares would be far less than the price of gas and the wear and tear of a person's own vehicle. This service continues to be an asset.
  - The brochure including the schedule is not clear and helpful enough. You can see the south and north connector to Invermere, Canal Flats and Edgewater, but not the times when the bus drives back from these destinations. If somebody wants to plan a trip they would like to know when they can catch a ride back before they even go.
  - a much needed service for applicable communities along Hwy 95 between Spillimacheen and Invermere
  - How essential and appreciated this service is in the valley.
  - better schedule as it is challenging to read and more people would probably use.
  - Try more regular & atleast 2 hourly services from 7 am to 6 pm.will deffinetly help more people to use public transport.

- 
- I do not use public transit because I prefer to drive my own vehicle. But once my children are old enough to go to places like panomara on their own, public transit will become more valuable to me.
  - Provide enough options for mid to late night options. Many times we just won't go out to special events due to living in an out laying town.
  - Speaking on behalf of Seniors in Windermere - there are more and more of our elderly having their licenses taken away because of age ie: 90+ years old and knowing that they could travel to and from within the valley would take most of the sting from losing their license to drive because of age. Windermere has many Sr.who want to live in their homes
  - Just realize that you aren't going to make any money in the valley. You have to run it as a service, and know that it is a cost to run to have it. Otherwise if you are looking for profit, then there isn't enough ridership in the valley for this.
  - transit needs available for people that work after 5 and weekends needs to be more bus times I know people that don't drive and can't get to town or work easily
  - We have many issues that face our valley which are connected. Lack of affordable housing-lack of transportation-lack of living wage employment-lack of available full time employment-lack of people to fill employment, due to lack of affordable housing and so on. Something has to give in order to stop the circle of continually facing the same issues
  - A connection between canal flats and kimberley
  - The busses are clean, the drivers courteous. The stops are not sheltered however and it's a long walk from the Hospital if one is not well. Shopping at the least expensive store, No Frills is out of the question without juggling the schedule a bit. There may be a need for more bicycle racks if electric bikes come into popular use allows older citizens to live outside Invermere and still get to medical appointments. Allows smaller communities to encourage business to their location.
  - I won't be able to convince my senior husband to ride. We see young people with grocery bags at the bus stops. Good. But where is the confidence of others? There is a fear of getting stranded if you miss the last bus= a real threat. I need the ability to have a meal, hike, visit shops+ get back by 7-8pm more meaningful, esp. with appointments.
  - Is it going to be accessible (accommodate wheelchairs) will it act as a school bus at times?
  - It would be important to connect with another transit system to get us to Golden and Cranbrook for medical appointments.

# Organization Responses – 60

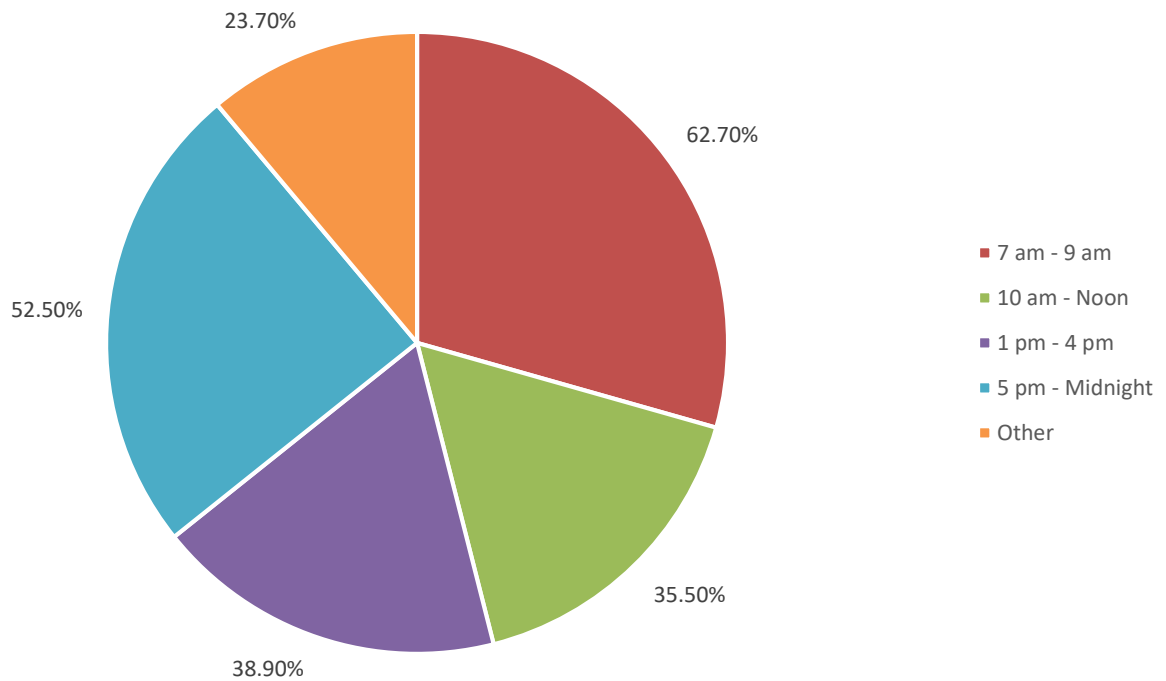
In total how many people does your organization represent (employees, members, students etc.) - **39.43% (3,738) of the population of the Columbia Valley represented.**



Comments:

- healthcare
- medical Clinic

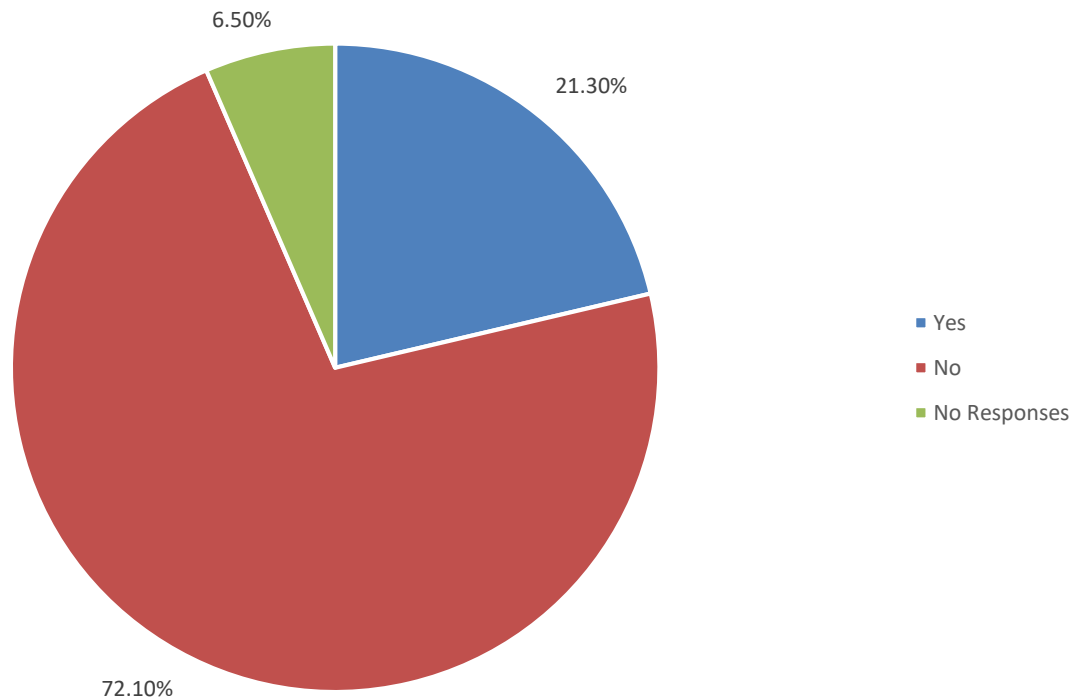
What times of day do employees/students need to arrive and/or depart your business?



### Comments:

- Earlier than 7am
- varies
- we are looking of somehow use the bus as we did before for field trips.
- 4-6 pm
- Some divisions operate 24 hours a day
- 7:30a.m. - midnight
- 6am to 1am
- 10 am-4 pm
- Our team works 9-5
- N/A
- 9-5
- We operate from 7am to 11am
- 5am-7am
- 8 am - 8 pm

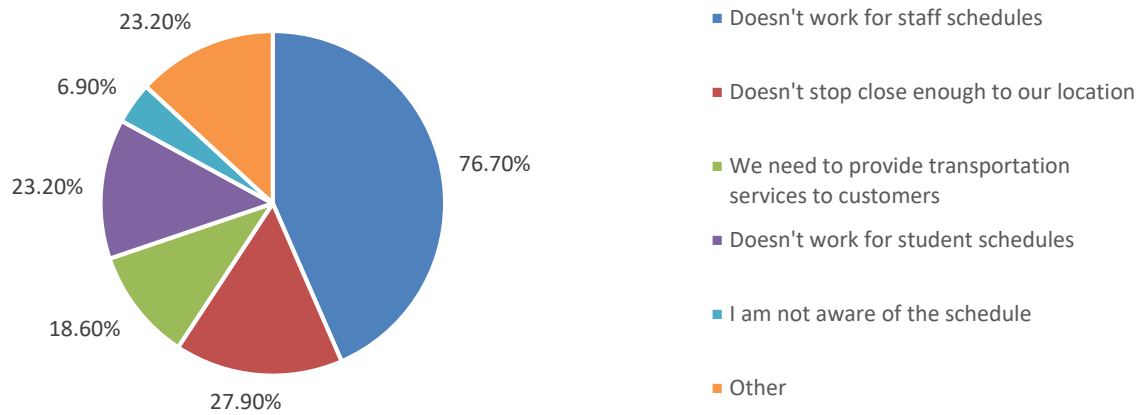
### Does the current Transit Service meet the needs of your organization?



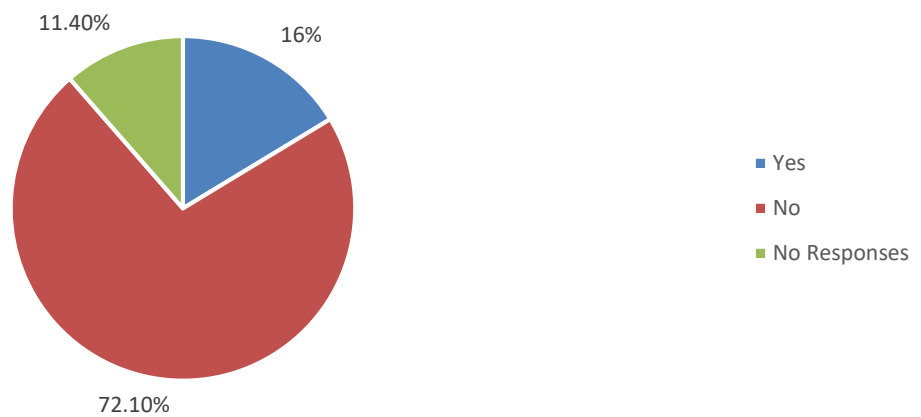
#### Comments:

- Doesn't go to Panorama where I live
- Does not service the area.
- too late arriving in Invermere from North.
- schedule is inconvenient for anyone living north of Invermere
- We need something between 10 am and 3 pm on occasion
- # of opportunities
- Does not service the area
- the end of the day doesn't work.
- there are too few timing options for people in communities of CF or I. to FHS

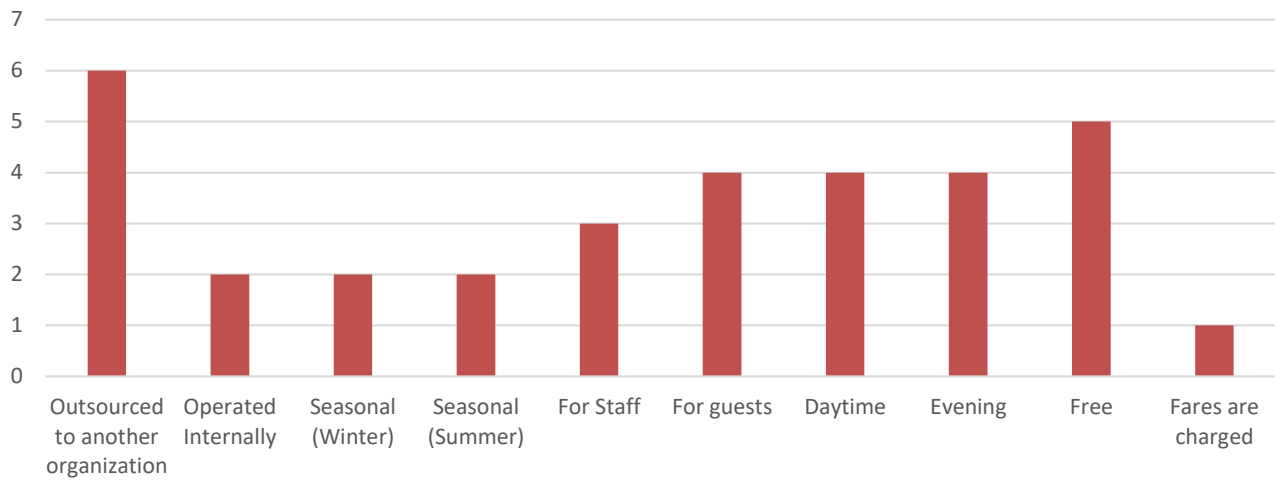
Please tell us why the current Transit Service does not meet the needs of your organization.



Does your organization provide a shuttle service or contract to another organization to provide shuttle service? Response Ratio



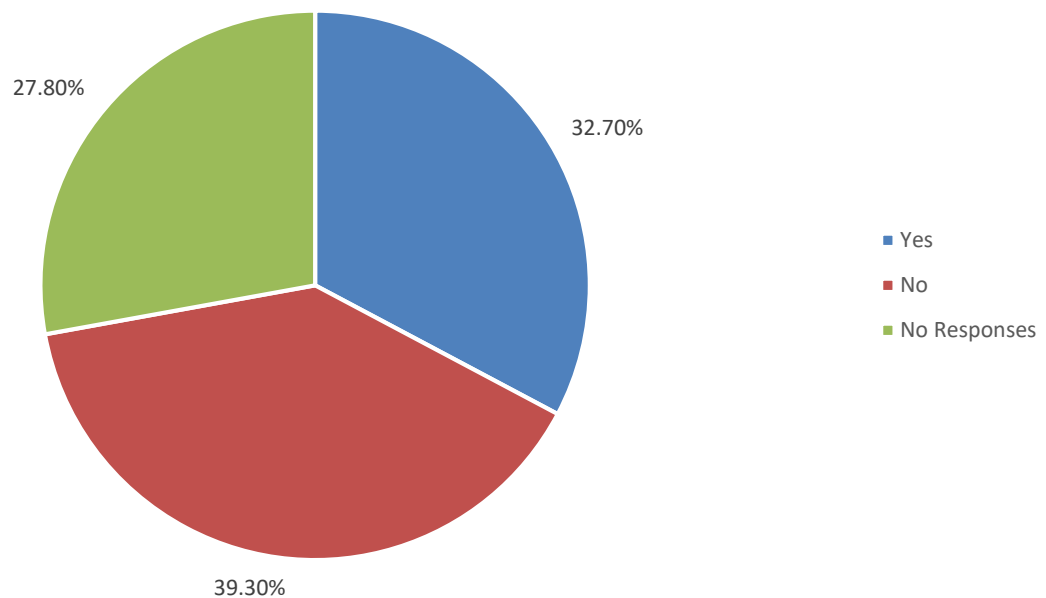
### Please describe your shuttle service



### How much do you spend per Quarter

Jan - Mar	April - June	July - Sept	Oct - Dec
\$ 149,419.00	\$ 67,085.00	\$ 52,605.00	\$ 87,915.00
TOTAL annual spent by the Columbia Valley Business Community			\$357,024.00

### Would your organization be willing to contribute financially to a made in the Columbia Valley Transit Service?





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## Comments:

- Need vehicle for business as constantly coming and going from business location to suppliers and clients at all times of the day. Public transport isn't realistic.
- Being a non-profit we don't have the financial resources to contribute however we may be able to source grants to support a service.
- We are non-profit and do not have enough in the budget to extend this service to our staff.
- It would depend on the schedule
- Our non-profit would contribute something towards a transit system that works for our staff and clients
- Not sure our policy supports at this time but would be worth the conversation. Certainly our students would pay a user fee.
- Our trips would be occasionally only for field trips. It would be a pick up and drop off maybe even just wait depends on where we are going.
- Possibly provided it addresses our needs for employees to get to and from work, and provided better access for guests to travel to nearby communities.
- Students may pay a user fee.
- On a per-trip basis
- I feel that it should be based on user fees
- Currently none of my employees do not need transit. This however has been a problem and will continue to be in the future if not addressed. Very few potential employees live in Radium.
- Students could pay user/rider fee
- unknown at this time
- I am not sure but I would be willing to ask the owner .
- We really only have 1 outside employee during the summer.
- Possibly, if there's a benefit to us, yes. If not, no.
- Transit it not really an issue for my employees in my company. And I am willing to travel to my clients, so they do not have to rely on the transit either
- we would contribute; we have in the past been the only contributor and had to stop service because of the financial burden on our sole organization. would love to have more than one business contributing to make a reality!
- We would be willing to buy ride tickets to help subsidize our staff travel.
- Not in a position to authorize that
- Columbia Valley Youth Network has many youth in the Columbia valley that find transportation to be a barrier to them. Having a bus schedule that could help them get home after school activities would make it possible for them to participate.
- entirely dependent on function

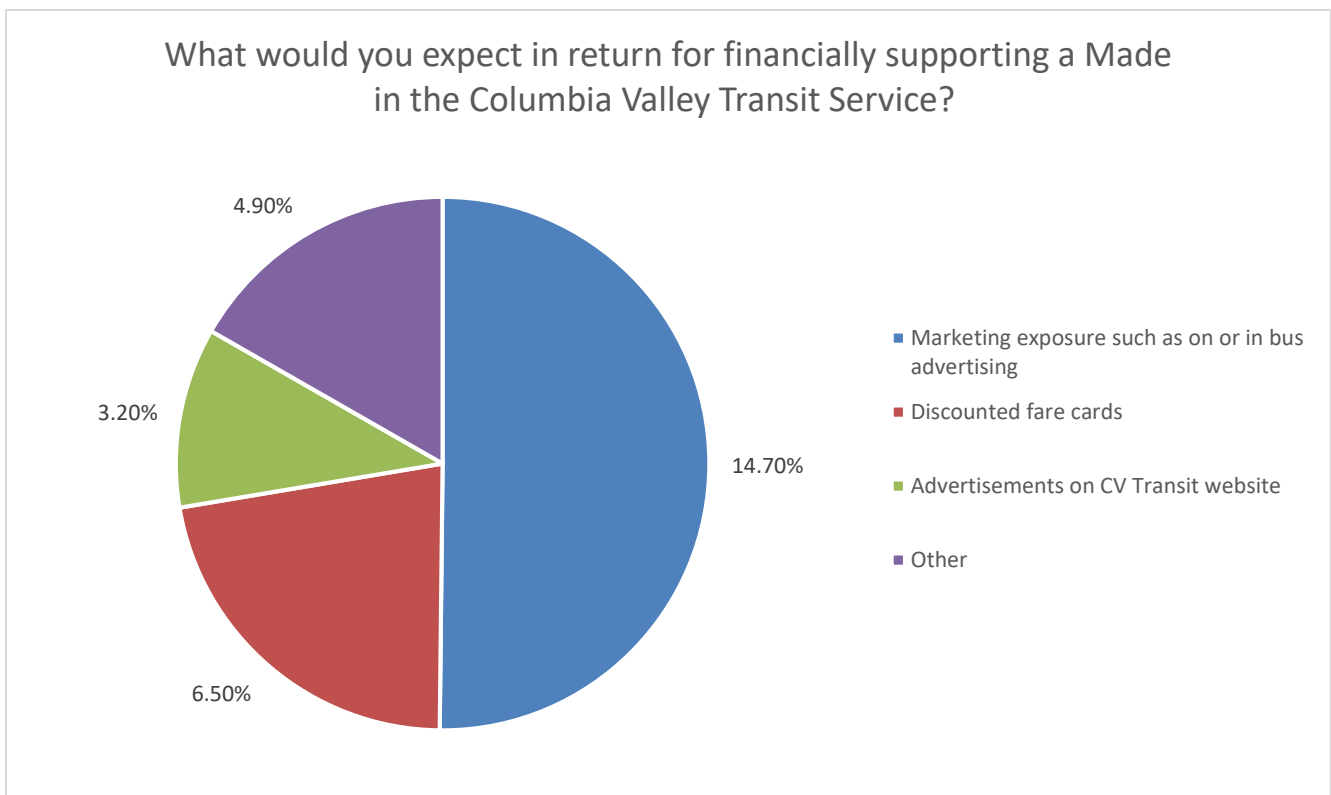
- If the service aligns with our business scheduling needs.
- This heavily depends on our ability to raise funds.
- Generally we do not have a problem attracting staff that walk or drive. Pete I would have to talk to the board about contributing financially. As you may know we are working hard to fund and build a larger VFC!!
- Rarely have employees other than my wife and I

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## CONSULTANT NOTES

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Of the businesses that provided an amount the total was approximately \$38,000 however most organizations were not comfortable providing an amount therefore the options would have to be costed out and then the businesses spoken to directly using a sales and marketing.

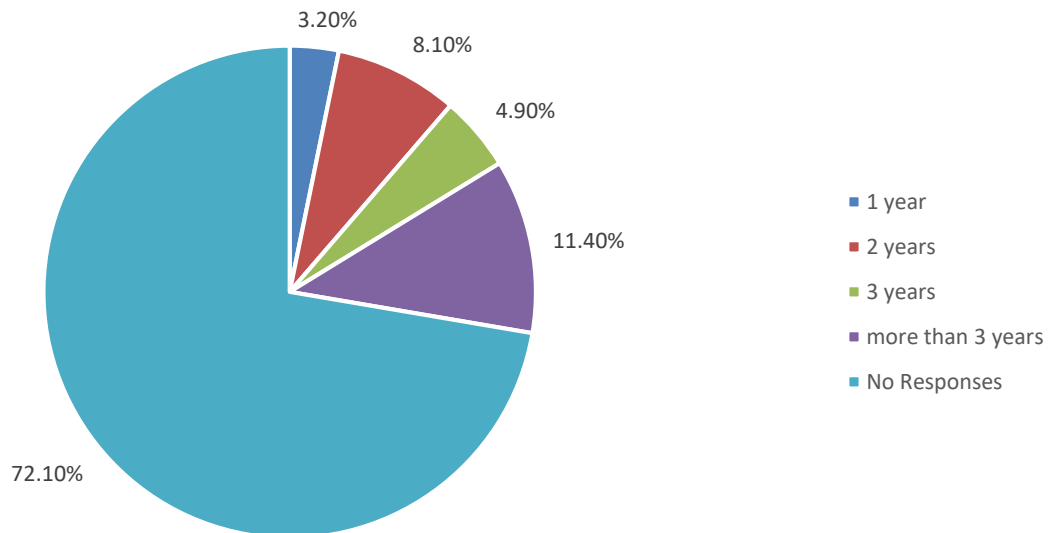


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## Comments:

- TBD
- 5
- It's a discussion to be made with higher mgmt.
- It would have to be our boards decision.
- dependent on stop and times of day
- \$10,000 - \$15,000
- Would need to talk to the ownership
- \$15,000+ if students pay M-F x 2 x 20 students
- unknown
- What is required by business annually ?
- \$1,000
- Depends on the benefit
- Depends on schedule.
- depends on the need/ask - ballpark?
- \$500
- 5000
- This would need to be discussed further.
- TBD
- depending on schedule then can determine usage
- We cannot indicate a number. I am thinking \$1000

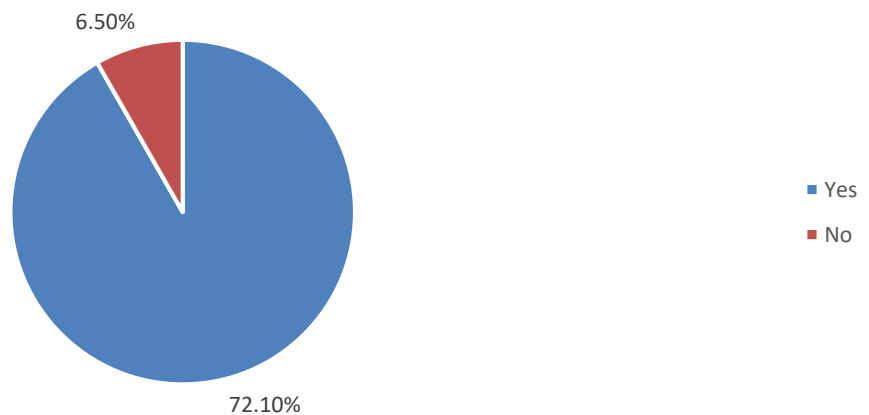
Recognizing that ridership takes time to build how long would you be willing to commit to this financial support?



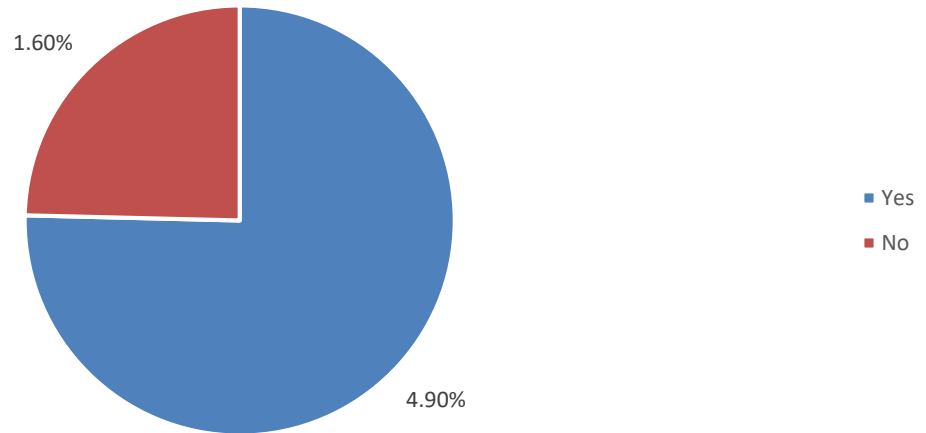
**Comments:**

- ensure that the stops and times meet the need of our clients.
- affordable transportation for teens
- some combination of the above

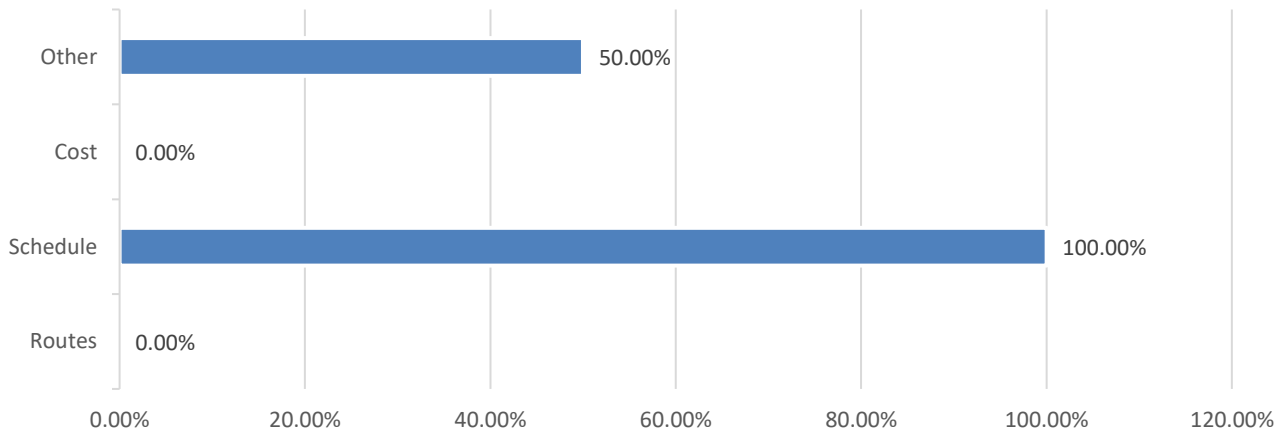
Do you believe that the lack of public transportation impacts the ability of organizations to attract and retain employees?



Does the current Transit Service provide the ability for customers/students to access your organization's events, business or services?

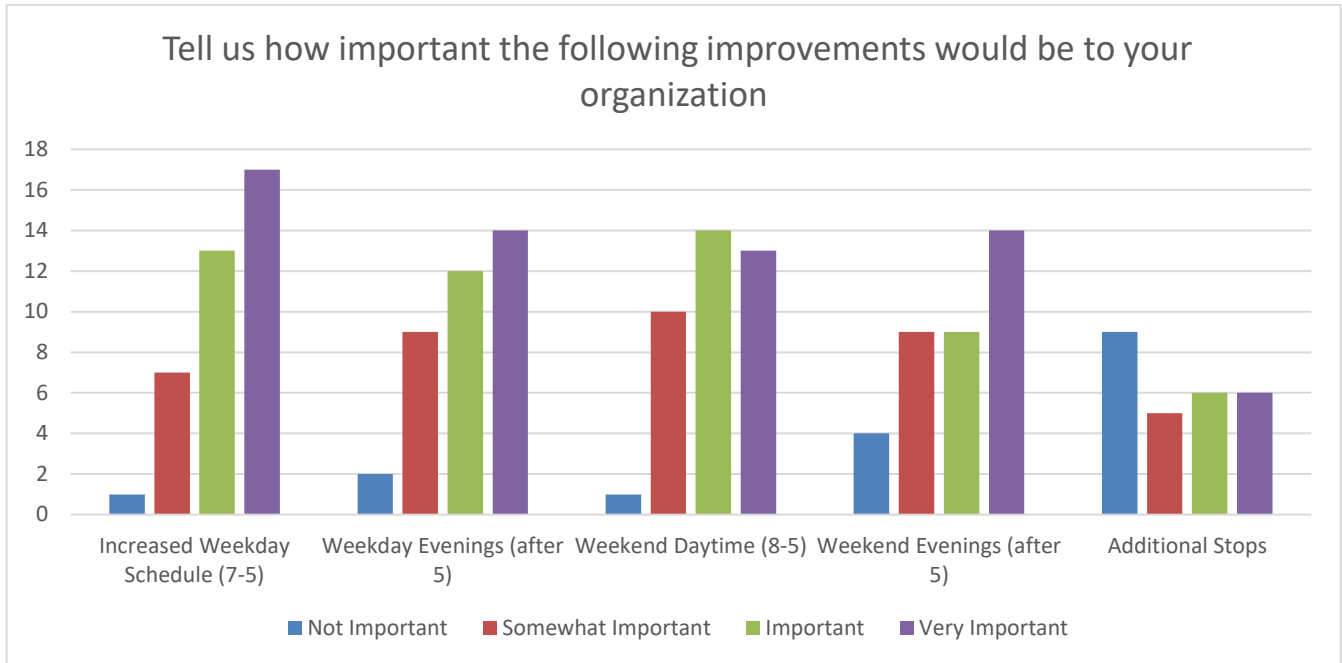


Please tell us why the Current Service does NOT provide the ability for customers to access your organization's events, business or services.



#### Comments:

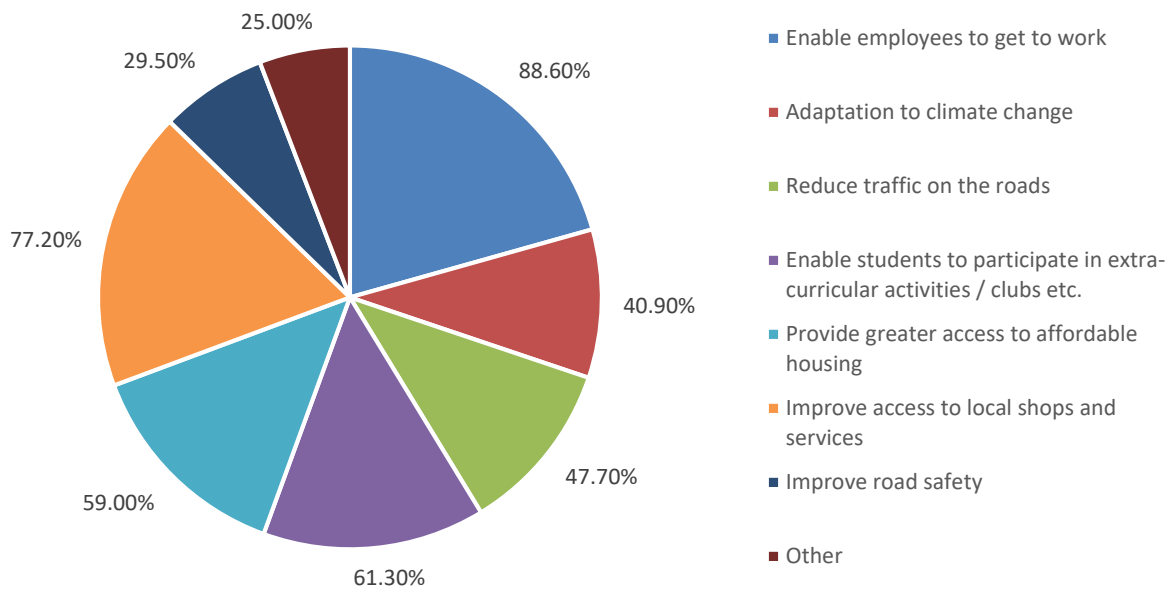
- too much time between - if they come to see us briefly they then have to wait



Comments: (Additional Stops)

- Would have no impact on my organization as unrealistic to use public transit for my business
- The current service already stops at our location, however additional pickup spots would likely be helpful depending on where our staff are living at the time.
- the closest stop isn't too far away but being able to have a spot for a quick drop off would be nice for those who are seniors.
- Currently does not service our area
- College of the Rockies, Invermere Campus stop
- The importance for us would be the times between 10 A.M. and 3:00 p.m. For an hour or 2 maybe to use your service for a field trip. We would use it very seldom but to have it available some days would be much appreciated.
- Students cannot participate in school and community activities in Invermere in the late afternoon/evening if they live in outlying communities from Edgewater in the north to Fairmont in the south.
- Tourists would also use this service. Also there should be stops to the Radium Hot Springs Pools.
- At college or closer to it than Hospital stop that is currently the closest
- and WAY more exposure. It is not nearly as accessible for information and knowledge of availability. Regardless if it does serve a need, knowing when/how is not very well advertised.
- more times between Canal Flats, Invermere and Fairmont Hot Springs would make a huge difference to allow people to use the corridor more effectively - live where they can afford and still get to/from work
- Dtss high school

### What are the greatest benefits to having an enhanced local Transit Service?



#### Comments:

- enable all of our clients to participate in evening and weekend offerings
- some tourists would also use this service if available
- greater access for lower income families

### Is there anything else that you would like our project team to know about Transit in the Columbia Valley?

#### Responses

- I've lived here for 6 months and I've never even seen a public bus so I assumed there wasn't any service. My perception is that the more serious concern is the lack of service to other towns and to Calgary. There are also a lack of taxi services. It strikes me that this area would be well served by the likes of Uber if it were legal.
- It makes it easier if there were more loops or buses in the system. currently our staff have to come in an hour early due to the bus service schedule and leave half hour before closing due to the limited times bus going to staff home towns.
- A transit system with longer weekday and weekend hours will help us to help more of our clients at times convenient to their work schedules.
- In previous years we were able to book the community bus for special events/ outings. We believe this service added a huge benefit for organizations and improved the wellbeing of our clients.

- 
- Lack of reliable public transit greatly affects our ability to attract employees either full-time year round or seasonal.
  - We need regular transit to the Hot Springs Pools as well.
  - Transportation is vital to a community and workforce and currently employees can't work weekend when our village is the busiest. It is unfair for everyone involved not to have a shuttle or bus service available in a community.
  - Shuttle service for private groups and events.
  - I think that transit should be a "given" in a community- especially one as geographically expanded as ours. This needs to be a required, accessible, useful service for people, and the knowledge needs to be better out there. To and from work. Plus a two and from in the middle of the day to attend an appointment (like a 2-3 hour window) is minimum
  - Keep it local. Service and store busses here.
  - As we have seen this past summer, there has been an increase in tourism. Without more staff in this valley to keep up with demand, our lack of infrastructure will keep this valley from being able to provide the basic necessities of operating efficiently. Like doing business in the valley, the transit system may have a seasonal schedule.
  - Help with employee retention, enabling employees to get to and from services without needing a vehicle.



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## ***Additional Information***

Transportation was identified in the 2018 Vital Signs Report as a priority area.

The Columbia Valley Community Foundation is in the process of completing a project called “On the Table” for the Columbia Valley.

It is recommended that the Foundation’s final On the Table report be considered when making decisions about next steps.

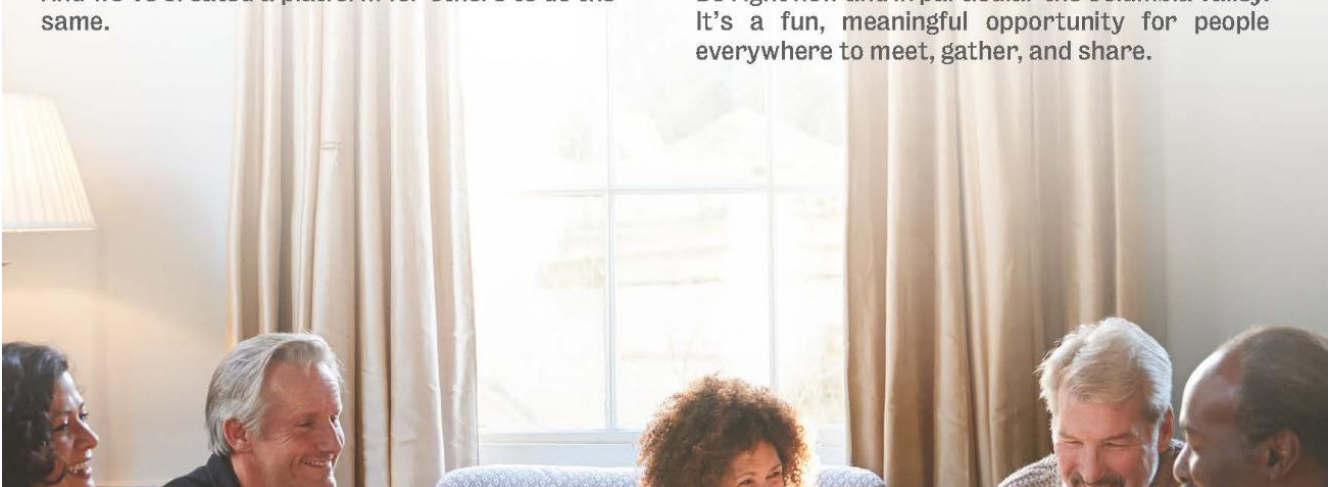
# ***What’s On the Table?***

Bring together your friends, colleagues or strangers over some good food and talk about what matters most to you. This is a BC wide event, where people have the opportunity to connect and chat about what is important to them. Whether it’s a meal, snack or coffee break, **On the Table** encourages individuals or organizations to take the time and connect with one-another face-to-face.

## ***About On the Table***

In 2017, Vancouver Foundation released research that revealed that people are feeling disconnected from community life. Solving social isolation is complicated, but connecting with people can be easy. In that light, the Vancouver Foundation is calling on everyone across BC to help create a sense of welcome and belonging in our communities. With **On the Table**, we’re stepping up to do our part. And we’ve created a platform for others to do the same.

It’s a simple idea, however deeply profound one. Each host will work with the program coordinator to create an event catered to their preferences. They can choose their own venue, serve their own food, and talk about the issues and ideas they find most interesting. The topics people discuss will be collected and shared – giving us an exciting snapshot of what’s on people’s minds throughout BC right now and in particular the Columbia Valley. It’s a fun, meaningful opportunity for people everywhere to meet, gather, and share.



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# Observations, Actions & Options

## 1. Communication Plan/Strategies

Based upon the survey responses it is clear that the public isn't fully aware of the current schedule, the On Request service or the fare purchase options.

A campaign to promote the existing service should be developed and executed as soon as possible.

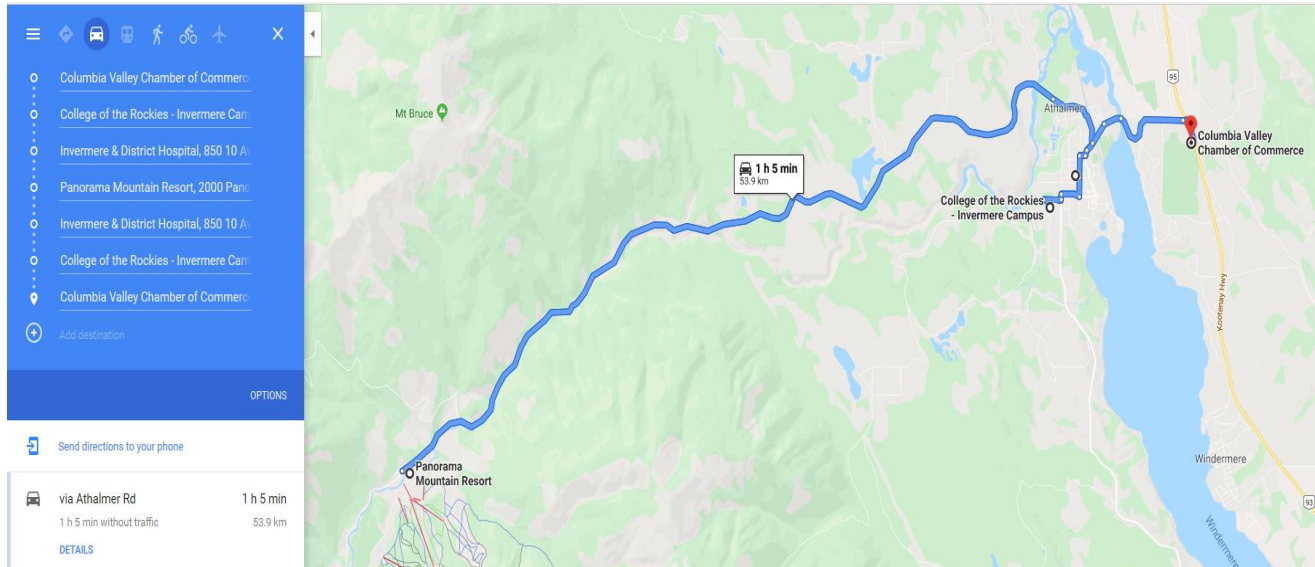
- Reactivate [www.cvtransit.ca](http://www.cvtransit.ca) and update with information regarding Banff/Calgary connections, Health connections etc.
- Issue press release regarding report,
- share press release with community associations, seniors groups, youth centres, schools, Parent advisory committee etc.
- share via social media channels. Consider Tik Tok or
- Attend senior luncheons and meeting to speak about transit service that is currently available.
- Ask RDEK to communicate/promote current service.
- Columbia Valley Directors to ride the bus promotion event! "Love Transit" February 2020

## 2. Alternative Route/schedule Options

### Option 1

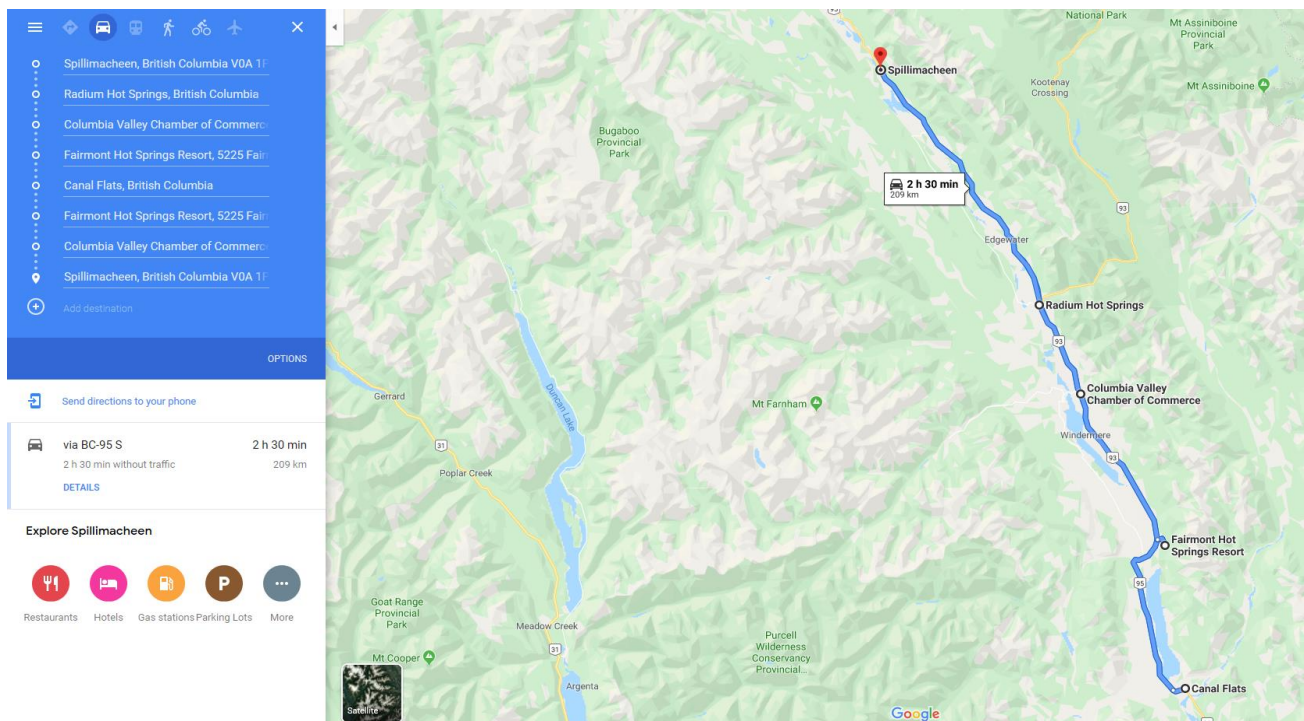
#### Route #1 Panorama - Hwy 93/95 Loop

The return trip for this route takes 1 hour and 5 minutes.



#### Route #2 Hwy 93/95 Corridor

The return trip for this route takes 2.5 hours.



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## ***Option 2***

### **Route #1**

- Spillamacheen to Columbia Valley Chamber of Commerce

### **Route #2**

- Panorama Mountain Village to Columbia Valley Chamber of Commerce

### **Route #3**

- Canal Flats to Columbia Valley Chamber of Commerce

## ***Option 3***

- Maintain existing routes and add times to existing routes

## **3. Recommended Actions**

- To properly evaluate the 3 options a full schedule and costing of each option is required. Therefore the steering committee has recommended that a task force be created to cost the options before reaching out to the business community any further. The task force work should result in a business plan.
- As no one answered the question “Please tell us why you don’t ride the current transit service” is it recommended that the CVCC conduct a simple poll.
  - CVCC to make survey question
  - Share on Facebook. Pioneer, RHSCC, committee members to share
  - Send by email to all that responded to individual survey
- Once the options for routes and schedules have been developed a community sponsorship program should be developed in consultation with the business community. The Businesses surveyed generally support contributing financially to a Public Private Partnership agreement for public transportation in the Columbia Valley.

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# Appendix A

## Rural Dividend Agreement and Application





Agreement #:2018070075

Susan Clovechok  
President  
Columbia Valley Chamber of Commerce  
PO Box 1019  
651 Hwy 93/95  
Invermere, British Columbia V0A 1K0

Dear Susan Clovechok:

The BC Rural Dividend Program (the "Program") assists rural communities to reinvigorate and diversify their local economies. Grants are awarded to support projects that contribute to community economic development, economic diversification, and capacity building.

Thank you for your request for funding as outlined in your submission dated July 30, 2018 (application submission date) (the "Proposal"), incorporated into this grant agreement (the "Agreement") as Appendix A – Proposal.

The Ministry of Forests, Lands, Natural Resource Operations and Rural Development (the "Province", "we", "us", or "our" as applicable) is pleased to provide a grant in the amount of \$10,000 to Columbia Valley Chamber of Commerce (the "Recipient", "you", or "your" as applicable) to support the Community Transportation/Shuttle Service Review & Needs Assessment (the "Project") as outlined in the Proposal.

By accepting this grant, the Recipient agrees that any funds that have not been expended by the agreement end date, or which cannot be committed to the achievement of the Project as outlined in Appendix A - Proposal:

- (a) Must be returned by the Recipient to the Province; or
- (b) May be retained by the Recipient as supplemental funding upon written confirmation from the Province; or
- (c) May be deducted by the Province from any future funding requests submitted by the Recipient and approved by the Province.

This Agreement starts upon February 25, 2019 and ends November 5, 2020. The Recipient will advise the Province immediately of any substantial events that could impact the Project end date as identified in Appendix A - Proposal.

Further to this, the Province requires reporting on the status of achievements in relation to this funding, and financial information, with timing and content of reporting as agreed between the Province and the Recipient. The Recipient will submit a final project report in the report template provided by the Province upon project completion but prior to the agreement end date identified in this agreement letter and will include:

- (a) Confirmation that the Financial Contribution was spent according to the Project defined in Appendix A – Proposal; and
- (b) A description of project deliverables, successes, lessons learned, and outcomes achieved.

Additionally, The Province reserves the right to undertake site visits and/or conduct audits, as identified in Appendix B, Section 4 – Monitoring and Audit.

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Furthermore, it is the Recipient's responsibility to ensure that Rural Dividend Funds are not used for ineligible costs. The budget included in Appendix A - Proposal is subject to, but not limited to, the examples of ineligible costs listed in this Agreement identified in Appendix B, Section 3 – Ineligible Costs.

To receive payment of the grant, please indicate your acceptance of the terms of this Agreement as outlined above and in the attached appendices by signing and returning a copy to the undersigned by March 11, 2019 to the Rural Dividend Program Office via email to: ruraldividend@gov.bc.ca.

We wish you success in achieving the objectives of this Agreement. Please contact the Program Office at 250-356-7950 if you have any questions or concerns.

Yours truly,



Sarah Fraser, Executive Director  
on behalf of Chris Stagg, Assistant Deputy Minister  
Ministry of Forests, Lands, Natural Resource Operations & Rural Development

February 25, 2019

Date

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SIGNED on the \_\_\_\_ day of \_\_\_\_\_, 20\_\_ by the Recipient (or, if not an individual, on its behalf by its authorized signatory or signatories):

\_\_\_\_\_  
Signature(s)

\_\_\_\_\_  
Print Name(s)

\_\_\_\_\_  
Print Title(s)

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2018070075

## **APPENDIX A – PROPOSAL**

3





## Request for support

Reference #: 2018070075  
Submitted: Jul 30, 2018  
Status: Pending

### Contact information

<b>Organization</b>	Columbia Valley Chamber of Commers	<b>Primary contact</b>	Susan Clovechok
<b>Address</b>	PO Box 1019 651 Hwy 93/95 Invermere, BC, CA V0A 1K0	<b>Title</b>	Executive Director
<b>B/N</b>	891070369rc0001	<b>Phone</b>	250-342-2844 x6
		<b>Mobile</b>	250-270-9314
		<b>Email</b>	<a href="mailto:susan@cvchamber.ca">susan@cvchamber.ca</a>
		<b>Signatory Authority</b>	Susan Clovechok
		<b>Title</b>	Executive Director
		<b>Phone</b>	250-342-2844 x6
		<b>Mobile</b>	250-270-9314
		<b>Email</b>	<a href="mailto:susan@cvchamber.ca">susan@cvchamber.ca</a>

### Organizational profile

<b>Type of organization</b>	Not-for-profit Organization
<b>Project partners associated</b>	No
<b>Destination trails project</b>	No

### Request details

<b>Request type</b>	Project Development (up to \$10,000)
<b>Kind of support</b>	Financial support
<b>Total amount requested</b>	C\$10,000
<b>Total project budget</b>	C\$12,000

### Project details

<b>Name of project</b>	Community Transportation/Shuttle Service Review & Needs Assessment
<b>Location impacted</b>	Canada - Kootenay -&nbsp;East Kootenay - Columbia Valley (Canal Flats to Spillamacheen)
<b>Focus of initiative</b>	Community and economic development
<b>Description</b>	Currently the Columbia Valley has limited BC Transit service. The limitations of the existing BC Transit services impedes the ability of residents to access affordable housing options, education, shopping, and work. BC Transit is only available weekdays and doesn't provide adequate service for employees and college students who live north of Invermere (the main commercial centre for the Columbia Valley). A number of employers are providing shuttle service to address some of the needs of their own workforce which is an expensive, inadequate and patch work solution. The purpose of the study will be to determine the costs and independent transportation options that currently exist in order to

Aug 01, 2018

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	develop a comprehensive strategy to develop an economical transportation system to support all the residents of the Columbia Valley who would prefer to use or need to use public transportation.
<b>Beneficiaries</b>	Canal Flats, RDEK Area F, Invermere, RDEK Area G, Radium Hot Springs - 9,656
<b><u>Outcomes &amp; Indicators #1</u></b>	
<b>Outcome</b>	The outcome of this project will be a complete assessment of the variety of transportation and shuttle services that are provided by either private business or local government (BC Transit) and the costs currently incurred, the needs of the residents in the Columbia Valley and recommendations for a new collaborative, multi-partner and funded solution.
<b>Indicators of success</b>	We will have a local public transportation strategy and plan ready to execute potentially requiring little or no further provincial government funding beyond what is currently provided by BC Transit.
<b><u>Outcomes &amp; Indicators #2</u></b>	
<b>Outcome</b>	Our final report may enable a solution that can be put in effect faster than BC Transit only solutions.
	Further BC Transit is currently developing a draft of a 10 year plan for RDEK and will be conducting public engagement in the spring of 2019. This study will capture indepth details to support the public engagement process and fact finding.
<b>Indicators of success</b>	Our study will provide local stakeholders and local government with a plan to move forward in a timely manner (2019/2020) with a transit solution that meets the needs of local residents and visitors to the Columbia Valley.
	In addition, our study could be incorporated into the 10 year BC Transit plan and potentially support for a unique collaborative solution engaging industry and government.
<b>Program addresses objectives</b>	When we understand the needs and know what is currently being spent by private industry we will be able to develop an innovative collaborative "made in the Columbia Valley" transportation system that will enable community resiliency. Columbia Valley residents including seniors and youth who do not drive will be able to go shopping, go to school, go to medical appointments and get to work in a safe, affordable and environmentally responsible way. The study will inform how we can develop a transportation system that will service not only the Columbia Valley but also connect to other communities in the RDEK and beyond.
<b>Potential indirect employment created</b>	It is clear that we need and expanded transportation system and the study will provide the information about what a new system would look like and how it can be funded. We expect that a new system would enable either an existing transportation business to grow or a new one to emerge. Thereby jobs will be created and the business will increase the need for ancilliary services (fuels, vehicle service, bookeeping, etc.).
<b>Current community development plan</b>	Yes - Page 10 of the 2017/19 Strategic Plan identifies Regional Transportation / Transit System as an Opportunity.
	Page 62 the CVEDO's update report references the COTR Shared Shuttle Service which he also references in his letter of support.
<b>Existing community support</b>	We have received 9 letters of support for this study. Local government, local businesses and the Community Economic Development Office all recognize the need for sustainable and effective community transportation even prior to the cancellation of Greyhound services this project was identified as a need in our communities.
<b>Contribution from other</b>	C\$0
Aug 01, 2018	

<b>In-kind contribution from others</b>	C\$2,000
<b>Other organizations providing fund</b>	No
<b>Project start date</b>	Nov 05, 2018
<b>Project end date</b>	May 31, 2019
<b>Project duration</b>	6
<b>Project ready to commence</b>	Yes
<b>Key milestones</b>	Select Steering Committee - 20 days Develop Survey & Develop Data Collection Plan with Steering Committee - 45 days Launch Surveys and commence interviews - Collect data - 90 days Analyze data & Prepare Draft Report (Draft) - 20 days Present Draft Report to Steering Committee - 1 day Complete & Publish Final Report - 15 days
<b>Destination trails permits/jurisdiction</b>	n/a
<b>Resolution</b>	I move that the Columbia Valley Chamber of Commerce authorize the submission of an application to the BC Rural Dividend Program for the Columbia Valley Transportation Study and that the Board support this project through its duration.
<b>Resolution moved by</b>	Mark Digney
<b>Resolution seconded by</b>	Nicole Morgan
<b>Resolution date</b>	Jun 26, 2018

1. Please fill in all fields marked with a red asterisk (\*).

2. Use the "Tab" key to move from field to field in order, or the mouse to select any available (white-filled) field.

3. To paste copied information into a cell, you must double-click in the cell before pasting.

**Notes:** do NOT use "Cut" (or Control-X) to remove information from a cell as this may make the application form unreadable. Use the Delete key to remove information; use "Copy" (or Control-C) to copy information for pasting in another location.

**Note:** Mac users - do NOT use Numbers as the form will not function properly.

4. Some boxes have drop-down lists where you can select a value; for these boxes, click on the arrow that appears when your cursor is in the box, and select from the list.

5. Please attach completed Project Budget to your Application submission through the Rural Development website.

**Please attach completed Project Budget to your Application submission through the Rural Dividend website.**

Applicant Name (maximum 250 characters)  
**Columbia Valley Chamber of Commerce** e.g. Timberlake Chamber of Commerce

Project Name (maximum 250 characters)  
**Columbia Valley Transit Study** e.g. Timberlake Farmers' Market Stall

Funding Stream (select from drop-down list):  
**Project Development** Using the Program Guide definitions, select a funding stream from the list

Is this a Destination Trail Project? ☐ No

Provide a detailed breakdown of costs related to project implementation. Totals will be auto-calculated and used in later calculations.

Category	Description of Cost (REQUIRED) <input type="checkbox"/> (maximum 250 characters)	Costs	Funding
<b>Salary and Wages</b>	Administrative training Committee selection process, advertising, book meeting space, administrative survey tools etc. <i>Executive Director &amp; RRE ADM team (salaries included). Maximum 48 hours to administer this contract.</i>	\$ 1,500	In-Kind
Provide the following information in the description of cost:  • job title • wage rate • number of hours or months of employment • if position is existing or is for a new hire		\$ -	
		\$ -	
	Sub-total	\$ 1,500	
<b>Consulting and Professional Fees</b>	Vernon Community (VCC) will be provided upon completion of training / property needs w/ existing community decision stakeholders committee. Information and access shall address proper case report which identifying current state and recommendations for development a fully funded benefit solution.	\$ 7,300	Rural Dividend
Provide the following information in the description of cost:  • description of the service • name of the consultant / professional providing the service (if known) • length of the contract (may be an estimate)		\$ 1,000	Rural Dividend
	Sub-total	\$ 8,300	
<b>Travel and Meetings</b>	Travel expenses to meet with stakeholders (car)	\$ 500	Rural Dividend
<i>Meals and project travel related expenses must be based on government per diem rates.</i>  Provide the following information in the description of cost:  • type of travel (air, car, etc.) • destination • number of nights • number of people			
	Sub-total	\$ 500	
<b>Training</b>			
Provide the following information in the description of cost:  • name/type of course/training • duration of the course/training • number of participants cost is based on • description of related expenses that may be included (ex. room rental, materials & supplies, registration fees)			
	Sub-total	\$ -	
<b>Marketing and Promotion</b>	meeting space	\$ 500	In-Kind
Provide the following information in the description of cost:  • type of marketing and/or promotion	advertising - local newspaper, radio & social media	\$ 500	Rural Dividend
	paper surveys	\$ 200	Rural Dividend
	refreshments for meetings	\$ 500	Rural Dividend

3. Project Funding				
<b>Section 3A: Rural Dividend Funding Request</b>				
		Amount \$	% of Total Cost	
Rural Dividend Funding Request	Auto-Calculated from Section 2. Project Costs	\$ 10,000	83.3%	
<b>Section 3B: Applicant Contribution (Required for Single Applicant &amp; Partnerships)</b>				
	<b>Description (REQUIRED)</b> List all source(s) for applicant contribution (ex. reserve funds, partner name, development trust, etc.) (maximum 250 characters)	Verified (Y/N)	Amount \$	% of Total Cost
Applicant Financial Contribution				0.0%
				0.0%
				0.0%
				0.0%
In-Kind Portion of Contribution	Auto-Calculated from Section 2. Project Costs		\$ 1,200	10.0%
		Sub-total	\$ 1,200	10.0%
<b>Section 3C: Project Funding (List the remaining source(s) of all contributions to demonstrate how the project will be funded)</b>				
	<b>Additional In-Kind Contributions</b> The remaining amount of in-kind contributions that cannot be applied towards the applicant contribution		Amount \$	% of Total Cost
In-Kind Contribution	Auto-Calculated from Section 2. Project Costs		\$ 800	6.7%
		Sub-total	\$ 800	6.7%
	<b>Description (REQUIRED)</b> Provide the level of government, name of program, etc. (maximum 250 characters)	Verified (Y/N)	Amount \$	% of Total Cost
Other Government Funding				0.0%
				0.0%
				0.0%
				0.0%
		Sub-total	\$ -	0.0%
	<b>Description (REQUIRED)</b> List the source(s) of remaining other funds (ex. bank loan, industry, development trust, etc.) (maximum 250 characters)	Verified (Y/N)	Amount \$	% of Total Cost
Other Funding				0.0%
				0.0%
				0.0%
				0.0%
		Sub-total	\$ -	0.0%

<b>Sub-total Funding (Sections 3B &amp; 3C)</b>	<b>\$</b>	<b>2,000</b>
<b>Total Project Funding</b>	<b>\$</b>	<b>12,000</b>

**4. Summary of Project Costs and Project Funding**

<b>Project Costs</b>	<b>Amount \$</b>	<b>% of Total Cost</b>
Salary and Wages	\$ 1,500	12.5%
Consulting and Professional Fees	\$ 8,300	69.2%
Travel and Meetings	\$ 500	4.2%
Training	\$ -	0.0%
Marketing and Promotion	\$ 1,700	14.2%
Equipment, Capital, and Supplies	\$ -	0.0%
Infrastructure	\$ -	0.0%
Other Costs	\$ -	0.0%
	<b>\$ 12,000</b>	<b>100.0%</b>
<b>Project Funding</b>	<b>Amount \$</b>	<b>% of Total Cost</b>
Rural Dividend Funding	\$ 10,000	83.3%
Applicant Contribution	\$ 1,200	10.0%
Additional In-Kind Contribution	\$ 800	6.7%
Other Government Funding	\$ -	0.0%
Other Funding	\$ -	0.0%
	<b>\$ 12,000</b>	<b>100.0%</b>

Please attach completed Project Budget to your Application submission through the Rural Dividend website.

## APPENDIX B – PROJECT DETAILS

### 1. DELIVERABLES

Project Component	Deliverables
Steering Committee	* A steering committee is selected to coordinate and lead the Columbia Valley Transportation study.
Survey and Data Collection	* Surveys and interviews are conducted with residents, businesses, and local stakeholders to assess current transportation options and needs in the community.
Columbia Valley Transportation Study	* Completion of a local transportation study for the Columbia Valley. * Completed study will provide recommendations for collaborative, multi-partner transportation solutions for the Columbia Valley.

### 2. PROJECT COSTS & PROJECT FUNDING

For Project costs and project funding, refer to the budget in Appendix A – Proposal. Rural Dividend Funds can be used towards eligible project costs incurred upon submission of application to the Program during the intake. All costs incurred prior to submission of application are ineligible for Rural Dividend funding.

Examples of ineligible costs are listed in this Appendix B, Section 3 Ineligible Costs. It is the Recipient's responsibility to ensure that Rural Dividend Funds are not used for ineligible costs.

### 3. INELIGIBLE COSTS

The Recipient is responsible for any charges stated in the budget referenced in Appendix A – Proposal that are ineligible including, but not limited to, the examples of ineligible costs listed below.

For inquiries or additional information pertaining to ineligible costs, refer to the Program Guide, available on the website at [www.gov.bc.ca/ruraldividend](http://www.gov.bc.ca/ruraldividend) or contact the Program Office.

#### EXAMPLES OF INELIGIBLE COSTS (including but not limited to the below):

Project Implementation:  
General organizational support costs.



Any costs associated with administering the project, such as preparing progress reports.  
Costs being claimed under any other programs.  
Costs incurred outside the time periods for the project as outlined in application.  
Costs incurred before the application was submitted.  
Project contingency costs.

**Infrastructure:**

Infrastructure related costs that exceed 25% of the total project cost.<sup>1</sup>  
Infrastructure that is not tied to a broader project and outcome.  
Traditional municipal infrastructure (water/sewer/road/sidewalk) projects.

**Project Management:**

Permits and approvals.  
Legal costs.  
Project-related professional fees payable to the Recipient.

**Wages:**

Ongoing costs for existing staff salaries and benefits.

**Capital:**

Capital purchases over 25% of total project costs.<sup>2</sup>  
Capital purchases that are not essential to the implementation of the project.  
Land acquisition.

**Marketing/Travel:**

International travel<sup>3</sup>  
Directly lobbying of any level of government.  
Expenses related to attending conferences and trade shows.  
Coordinating/hosting conferences/events.  
Remuneration and travel of elected officials

**Other:**

Academic research that does not deliver concrete actions or tangible benefits.  
GST and PST.  
Financing costs and interest charges.  
Alcohol

#### **4. MONITORING AND AUDIT**

The Province reserves the right to, for monitoring and audit purposes, at all reasonable times, on reasonable notice, enter any premises used by the Recipient to deliver the Services or request and keep any documents or records pertaining to the Services, in order for the Province to inspect, audit, examine, review and copy, whether complete or

<sup>1</sup> Infrastructure cost limits of 25% are not applicable to Destination Trail projects.

<sup>2</sup> Capital purchase cost limits of 25% are not applicable to Destination Trail projects.

<sup>3</sup> International travel may be approved by the Province subject to a review of the costs by the Province. A review of costs associated with international travel must be requested by the Recipient.



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not, that are produced, received or otherwise acquired by the Recipient as a result of this Agreement.

It is the responsibility of the Recipient to ensure cooperation from all partners and third party contributors, in a timely manner, during a review or audit of the Services.

2018070075

## **APPENDIX C – MARKETING, PUBLICITY AND COMMUNICATIONS**

1. Media events and promotional materials regarding the Project shall not occur without the prior knowledge and agreement of the Province. The Recipient will provide at least 15 working days' notice to the Province's Rural Dividend contact of media events. Media events include, but are not limited to, news conferences, public announcements, official events or ceremonies, news releases, or release of documents.
2. Notice of a media event shall be provided by the Recipient to the Province's Rural Dividend contact. Current contact is:  
[Ruraldividend@gov.bc.ca](mailto:Ruraldividend@gov.bc.ca)

Notification of a new contact may be provided from time to time.

3. Any media event shall take place at a mutually agreed date and location. The Recipient will acknowledge the Financial Contribution made by the Province on any signage, posters, exhibits, pamphlets, brochures, advertising, websites, forms, or other publications produced by the Recipient and related to the Project, in terms satisfactory to the Province.
4. The Recipient will use the Province's logo in acknowledging the financial contribution of the Province. Any and all use by the Recipient of the Provincial logo and statement will be in the form provided by the Province, and will comply with the graphic standards and any conditions communicated, by the Province to the Recipient from time to time. The Province's logo and graphic standards document is incorporated by reference into this Agreement.

The statement to accompany acknowledgement is as follows: "We gratefully acknowledge the financial support of the Province of British Columbia"

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# Appendix B

## Steering Committee Terms of Reference

### Background

Currently the Columbia Valley has limited BC Transit service. The limitations of the existing BC Transit services impede the ability of residents to access affordable housing options, education, shopping and employment. BC Transit is only available weekdays and doesn't provide adequate service for employees, seniors, and students who live north of Invermere, the main commercial centre for the Columbia Valley.

A number of employers are providing shuttle service to address some of the needs of their own workforce which is an expensive, inadequate and patch work solution. The purpose of the study will be to determine the costs and independent transportation options that currently exist in order to develop a comprehensive strategy for an economical transportation system that supports all residents in the Columbia Valley who would prefer to use or need to use public transportation.

### Role of the CV Transit Review & Needs Assessment Steering Committee

The role of the **CV Transit Review & Needs Assessment** Steering Committee is as follows:

- Ensures project is aligned with Rural Dividend Funding Agreement.
- Ensures project makes good use of resources and data collected.
- Assist with creation of interview/survey questions.
- Provide advice and guidance on final recommendations.
- Use influence and authority to assist the project in achieving its outcomes.
- Review and approve final project report.

### Responsibilities of the Steering Committee Chair

The Steering Committee Chair is the Project Sponsor Andrea Tubbs, President, Columbia Valley Chamber of Commerce. Should the Project Sponsor be unable to attend a meeting, Pete Bourke, Executive Director, Columbia Valley Chamber of Commerce will serve as Committee Chair.

The responsibilities of the Steering Committee Chair are as follows:

- Sets the agenda for each meeting.
- Ensures that agendas and supporting materials are delivered to members in advance of meetings.
- Makes the purpose of each meeting clear to members and explains the agenda at the beginning of each meeting.
- Clarifies and summarizes what is happening throughout each meeting.

- Keeps the meeting moving by putting time limits on each agenda items and keeping all meetings to two hours or less.
- Encourages broad participation from members in discussion by calling on different people.
- Ends each meeting with a summary of decisions and assignments.
- Follows up with consistently absent members to determine if they wish to discontinue membership.
- Finds replacements for members who discontinue participation.

## Responsibilities of Steering Committee Members

Individual Steering Committee members have the following responsibilities:

- Understand the goals, objectives, and desired outcomes of the project.
- Understand and represent the interests of project stakeholders.
- Take a genuine interest in the project's outcomes and overall success.
- Act on opportunities to communicate positively about the project.
- Actively participate in meetings through attendance, discussion, and review of minutes, papers and other Steering Committee documents.
- Support open discussion and debate, and encourage fellow Steering Committee members to voice their insights.

## General

### Membership

The table below lists the membership of the Steering Committee.

*See Appendix C for list of organizations*

## Quorum and Decision-making

### Quorum

A minimum number of 5 Steering Committee members are required for decision-making purposes.

### The decision making process:

- Majority: a course of action requires support from more than 50% members who attend the meeting if there is quorum.

### Frequency of Meetings

It is anticipated that the steering committee will be required to meet 3 times over a 6 month period. The first meeting will be to review the terms of reference and draft of survey and interview questions. \_\_\_\_\_ at 5:00 pm – 7:00 pm (CVCC Boardroom). The second meeting will be to review the draft report and discussion recommendations. Date & time TBD. The third meeting

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will be to review final report and approve for presentation to CVCC board of directors. Date & time TBD.

### **Agenda, Minutes, and Decision Papers**

A package will be sent to members three to five business days in advance of a Steering Committee meeting. This package will include the following:

- Agenda for upcoming meeting.
- Minutes of previous meeting.
- A progress report for the project.
- Decision papers.
- Any other documents/information to be considered at the meeting.

### **Proxies**

Members of the Steering Committee **cannot** send proxies to meetings.

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# Appendix C

## Steering Committee Members Organizations (*invited*)

1. Family Dynamix (Pat Cope)
2. CV Community Economic Development Office (Ryan)
3. True Key Resorts
4. Kicking Horse Coffee
5. Eagle Ranch
6. Radium Golf
7. Panorama
8. Copper Point Resort
9. Fairmont Hot Springs Resort
10. FBA
11. Seniors (Gerri Anne Donahue)
12. Area G
13. Area F
14. Canal Flats
15. District of Invermere
16. Village of Radium
17. College of the Rockies
18. School District 6

# Appendix D

## Current Transit Schedule

<https://www.bctransit.com/documents/1507213421562>

### Columbia Valley Transit

#### RIDER'S GUIDE

Effective March 31, 2014



Regional District of East Kootenay

### Welcome Aboard

There are three kinds of transit service: scheduled, on-request within the local service area, and Health Connections service.

### Fare Zones

The Columbia Valley Transit System has a two-zone fare structure: one for local and one for regional.

Fares for Health Connections are separate.

### About Your Transit System

Funding for Columbia Valley Transit is cost shared between the Regional District of East Kootenay and BC Transit. Health Connections service is administered by the Kootenay East Regional Hospital District and BC Transit and funded by Interior Health.

Decisions on fares, routes and service levels are made by the Regional District of East Kootenay and Kootenay East Regional Hospital District based on information and planning provided by BC Transit.

Columbia Valley Transit is operated by Olympus Stage Lines Ltd.

### On-Request Service

On-request service is available between Radium and Invermere, Monday to Friday between 9:20-11:00 am and 2:15-3:30 pm. Passengers must phone 24 hours in advance to book a seat.

**Booking a Trip:** Phone 1-877-343-2461 and leave a message with your name and phone number for a return phone call. When booking with the scheduler, give trip start and destination location, time of travel, and similar return trip details. Let the office know if you need to cancel a trip so someone else can be accommodated.

### Rider's Info

[www.bctransit.com](http://www.bctransit.com)

Visit **Rider's Info** and learn more about:

- Transit travel tips
- Safety guidelines
- How-to-ride videos



### Health Connections

#### Service to Cranbrook

Health Connections is a transit service providing communities with transportation options to access non-emergency medical appointments. Although medical appointments have priority, everyone is eligible to use this service if space is available. Service is available to any community along the route to Cranbrook. If you have mobility difficulties, special door-to-door service is available.

You must phone ahead to arrange your trip. Transit staff will let you know the location and time of pick up. Phone 1-877-343-2461.

When scheduling medical appointments, let them know you will be using Health Connections.

For detailed information on service, pick up a Health Connections flyer onboard, at a health facility or visit [www.bctransit.com](http://www.bctransit.com).

#### Transit Pass Tax Credit

The Government of Canada offers a non-refundable tax credit if you use a monthly pass or U-PASS. Save your pass and receipt as proof of purchase. For more information visit [www.cra.gc.ca](http://www.cra.gc.ca)

#### Government of BC Bus Pass Program

The BC Bus Pass Program is offered by the Ministry of Social Development and Social Innovation. The annual bus pass is valid for the eligible rider on any fixed-route transit service. The pass is non-transferable.

For information on criteria for eligibility, visit [www.buspass.gov.bc.ca](http://www.buspass.gov.bc.ca) or call 1-866-866-0800.

IF IT'S GREEN... **JUST GO!**

BC Transit helps link everyone in our community to jobs, education, health centres and recreation.



[www.bctransit.com](http://www.bctransit.com)



## Contact Columbia Valley Transit

### Customer Information and Lost and Found

1-877-343-2461 or  
P.O. Box 1019, Golden, BC V0A 1H0

Office hours: 8:00 a.m. to 8:00 p.m., Monday to Friday.

**Lost & Found** If you find something on the bus, give it to the transit operator. Articles are kept for up to 90 days. If you phone us and we have the article, we will hold it for seven days. All unclaimed articles go to charitable organizations.

If you have suggestions to improve your transit system, contact the Community Services Manager  
Regional District of East Kootenay  
19 – 24 Ave. South, Cranbrook, BC V1C 3H8  
Phone 250-489-2791 or 1-888-478-7335.

### Bike Racks

Bus are equipped with racks that can carry up to two bikes at a time. Bike racks are designed to assist longer commutes. Bike racks on a Community Bus can only be used during daylight hours as bikes block the headlights. How-to-use instructions are posted on the bike rack or can be found on the website, [www.bctransit.com](http://www.bctransit.com), under programs and services. Phone 1-877-343-2461 for a demonstration.

### Bus Stops in Rural Areas

In rural areas along Highway 93/95 where there are no designated bus stops, the bus can be flagged down along the route.

When you want to catch the bus, find a safe location along the route and wave the bus down. A safe location is one where visibility is good and where the bus can easily pull off the road, such as a driveway or postal box area.

Make sure you are visible, especially when it is dark. Carry a flashlight or stand in a well-lit area.

To get off the bus, let the driver know ahead of time where you want to get off, and they will find a safe place to pull over as close to your requested stop as possible.

## Fares

all fares subject to change

### Cash

	Local Zone*	Regional Zone**
Adult/Student/Senior	\$ 2.00	\$ 2.50
Child, 4 or under	free	free

Please have exact cash fare ready as the driver does not carry change.

### Tickets (10)

Adult/Student/Senior	15.00	18.00
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### Monthly Pass

Adult/Student/Senior	42.00
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### Fare Zones

\*Local Zone: Radium, Invermere, Windermere, Fairmont

\*\*Regional Zone: Edgewater, Canal Flats

### Ticket Outlets

- Canal Flats: Village Office
- Edgewater: Pips Country Store
- Invermere: Regional District of East Kootenay\*  
AG Valley Foods  
Invermere City Hall
- Radium: Visitor Centre

\*On request, the Regional District of East Kootenay will mail sheets of tickets.

### Weekends and Holidays

No bus service on Saturday, Sunday or the following holidays:

- New Year's Day
- Family Day
- Good Friday
- Easter Monday
- Victoria Day
- Canada Day
- B.C. Day
- Labour Day
- Thanksgiving Day
- Remembrance Day
- Christmas Day
- Boxing Day

Subject to change. Check online at [www.bctransit.com](http://www.bctransit.com) for special event service.

Transit Info 1-877-343-2461

[www.bctransit.com](http://www.bctransit.com)

This guide is printed on environmentally responsible paper.

4017 – 1K

## 1 South Connector To Invermere

Monday to Friday						
(J)	(I)	(K)	(H)	(G)	(C)	(A)
Lv. Canal Flats	Hwy 95 and Fairmont Creek Road	Fairmont Lodge	Hwy 95 and Wills Road	Hwy 95 and Bench Road	Invermere Chamber of Commerce	Ar. Invermere Hospital
7:15	7:34	7:39	7:43	8:00	8:05	8:15
1:15	1:34	1:39	1:43	2:00	2:05	2:15

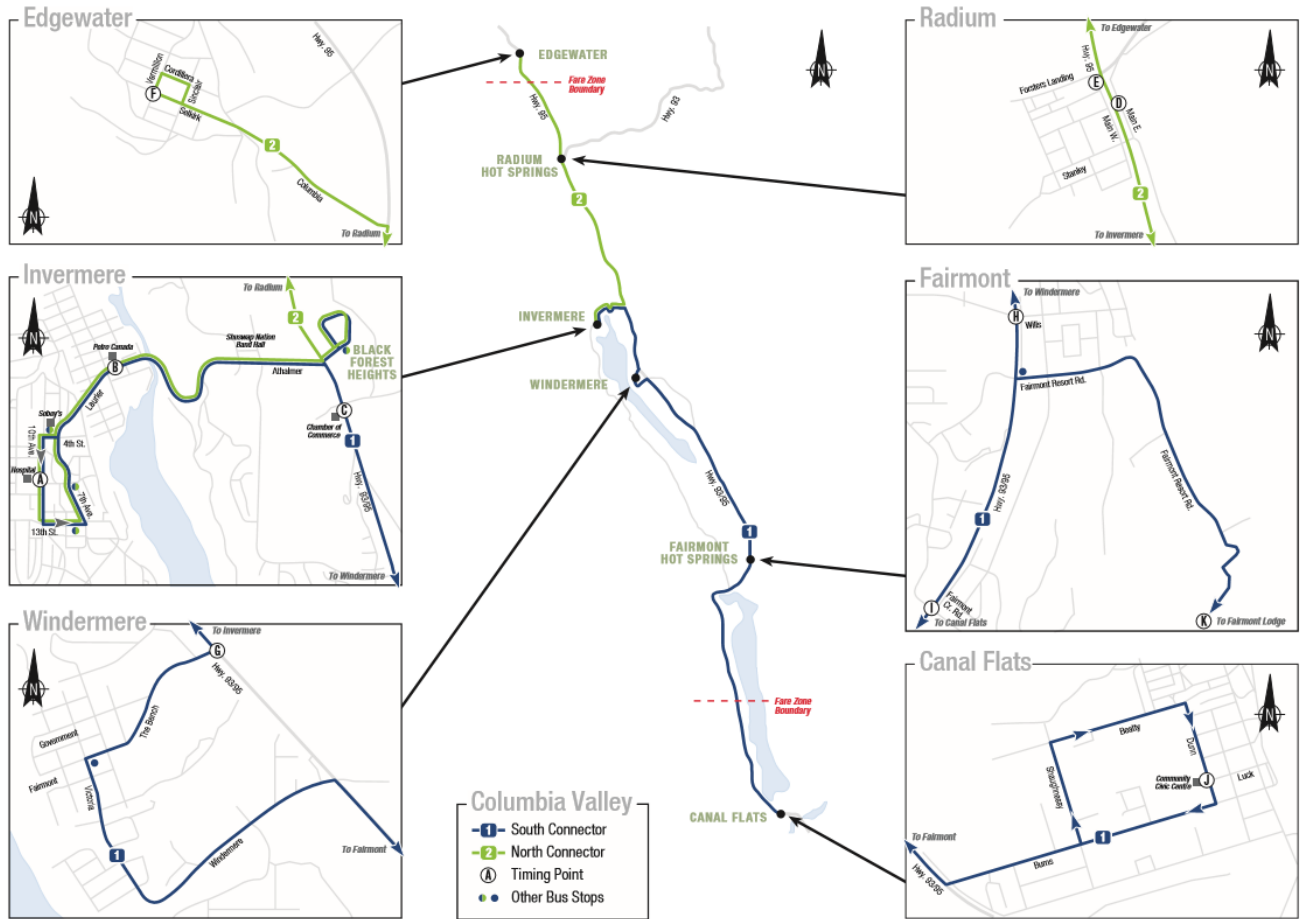
## 1 South Connector To Canal Flats

Monday to Friday						
(A)	(C)	(G)	(H)	(K)	(I)	(J)
Lv. Invermere Hospital	Invermere Chamber of Commerce	Hwy 95 and Bench Road	Hwy 95 and Wills Road	Fairmont Lodge	Hwy 95 and Fairmont Creek Road	Ar. Canal Flats
12:05	12:20	12:25	12:42	12:46	12:51	1:10
4:35	4:50	4:55	5:12	5:16	5:21	5:40

## 2 North Connector To Edgewater

Monday to Friday					
(A)	(B)	(D)	(F)	(E)	(A)
Lv. Invermere Hospital	Petro Canada	Radium Main Street East	Edgewater	Radium Main Street West	Ar. Invermere Hospital
8:15	8:21	8:37	8:49	8:58	9:20
11:00	11:06	11:22	11:34	11:43	12:05
3:30	3:36	3:52	4:04	4:13	4:35







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### Bus Seating Priority

Public transit serves everyone on a first-come first-served basis.

Columbia Valley Transit extends a special thank you to our customers who give up their seats for people with disabilities or mobility challenges and for seniors.

### Be Safe and Be Seen

Sometimes it is difficult for transit drivers to see you at bus stops, especially along unlit roads. Wear light coloured clothing, wear a reflective strip, use a flashlight or use the light from your mobile phone to signal the driver that you are at the stop.

### The Bus is a Safe Place

Transit drivers can contact local police, ambulance and other emergency services. Transit drivers are also trained to assist a child or adult in need. Tell the driver if you are concerned about your safety.

BC Transit's safety and security practices uphold the *British Columbia Transit Act* and the *B.C. Motor Vehicle Act*.

### Request-a-Stop

Customers who feel that their personal safety is at risk can ask their driver to stop between regular bus stops. Ask your transit driver at least one bus stop ahead of where you wish to get off. You will be let off at a safe location closest to your request. Please contact your local transit office for details and any time restrictions.

### Parcels

For safety reasons, please place and hold your luggage, bags, sports equipment and other belongings on your lap or on the floor where they will not obstruct the aisle or other customers. Hold your hockey sticks, snow boards, skis and poles (tips down) in front of you.

Do not bring combustible materials, such as wet-cell batteries, propane tanks or gasoline containers on the bus.

BE PART OF THE SOLUTION...

REUSE YOUR RIDER'S GUIDE.

Transit Info 1-877-343-2461

[www.bctransit.com](http://www.bctransit.com)



## Shannon Moskal

---

**From:** Heather Rennebohm

**Sent:** Sunday, December 15, 2019 1:17 PM

**To:** Tina Hlushak

**Subject:** Requesting inclusion on agenda of upcoming RDEK (CV) Committee meeting Jan. 9, 2020

Hello Tina,

I am writing to ask if the Columbia Lake Recreation Society (CL Rec Society) could be included in the agenda for the RDEK (CV) Committee meeting which is due to take place on January 9, 2020. I am the Secretary/Treasurer of the Society and, at our last Board meeting, it was agreed that I should approach you about getting on the agenda so our Society can make a presentation to RDEK regarding having the Columbia Lake Rec Centre included in the facilities covered by the RDEK Service Agreement.

There will be at least two representatives of the CL Rec Society present to speak to this request; Jason Nicholas, who is the Chair, and myself. Jason and I will be happy to provide written material in advance of Jan. 9, to support this request for inclusion in the Service Agreement, and then will speak to it on the 9th if you can fit us into the agenda.

Please let me know at your earliest convenience.

Many thanks and all the best for the holiday season.

Heather

## Connie Thom

---

**Subject:** FW: AGENDA - FW: January 9th

**From:** Stephanie Van de Kemp <[stephvd@gmail.com](mailto:stephvd@gmail.com)>

**Sent:** January 1, 2020 7:46 PM

**To:** Shannon Moskal <[smoskal@rdek.bc.ca](mailto:smoskal@rdek.bc.ca)>

**Subject:** Re: January 9th

Hi Shannon,

Is it still possible to present at the Columbia Valley Committee Meeting on January 9th? If so, can you please send me location and time? If not, when will the next meeting take place?

My responses to your questions:

1. Plastic Pollution in the Columbia Valley
2.
  - Presentation of petition <http://chnng.it/Gt45TBKJwz> (1077 supporters as of January 1, 2020), requesting DOI and RDEK to implement a comprehensive single-use plastic strategy, beginning with a bylaw to ban single-use plastic bags
  - Information on plastic pollution in Canada
  - Summary of initiatives and leaders in “zero waste” and plastic bylaws in Canadian communities
3. Stephanie Van de Kemp
4.
  - Create a comprehensive plastic strategy, beginning with a bylaw banning single use plastic bags
  - Implement a minimum charge for paper and reusable bags to encourage BYO bag behaviour
  - Replace single use plastics with compostable or re-usable options
  - Create a zero plastic strategy
5. Yes, visual. I have an Apple, will this be an issue? If so, I will speak without the visual presentation.
6. Columbia Valley Committee Meeting on January 9th

Thank you!

Stephanie

# Ban Plastic Bags in Invermere, BC



**1,068 have signed.** Let's get to 1,500!

## **Stephanie Van de Kemp started this petition to Invermere Council (CAO) and 6 others**

In Canada, up to 15 billion plastic bags are used every year. That number is so huge, it's hard to even fathom. Less than 10 per cent of plastic used in Canada gets recycled. Most single-use plastic ends up in landfills and oceans.

In 2018, during the Invermere Municipal Election, residents were asked the following referendum question: Do you support a bylaw that bans plastic check out bags at all retail stores within Invermere? The results: 727 people, or 69 per cent of those who voted, support a plastic bag ban at retail stores in Invermere.

Invermere is a destination that promotes a healthy outdoor lifestyle to visitors from all over the world. Single-use plastic is destructive to nature and a threat to the outdoor experience as we know it. We, the undersigned residents of Invermere and surrounding communities including Radium, Edgewater, Panorama, Windermere, Fairmont and Canal Flats, ages 18 and over, call on Mayor and Council of the District of Invermere (DOI) and leaders of the Regional District of East Kootenay (RDEK) to embrace the ideals of our mountain community by implementing a comprehensive single-use plastic strategy, beginning with a bylaw banning single-use plastic bags.

**Date** December 20, 2019  
**Author** Shannon Moskal, Corporate Officer  
**Subject** Columbia Valley Transit Future Service Plan

---

## REQUEST

To receive the Columbia Valley Transit Future Service Plan and decide whether to proceed with a future expansion initiative.

## OPTIONS

1. THAT the Columbia Valley Transit Future Service Plan be referred to the Columbia Valley Transit Advisory Commission for comment.
2. THAT BC Transit be requested to include in their Transit Improvement Process an expansion of the Columbia Valley Transit System in 2021 to provide weekend service as described in the 2019 Columbia Valley Transit Service Plan.
3. THAT BC Transit be requested to include in their Transit Improvement Process an expansion of the Columbia Valley Transit System in \_\_\_\_\_ to provide \_\_\_\_\_ as described in the 2019 Columbia Valley Transit Service Plan.
4. THAT BC Transit be requested to include in their Transit Improvement Process an expansion of the Columbia Valley Transit System in 2022 instead of 2021;  
and further; that options for expansion be discussed further following award of the 2021 operating contract.
5. THAT an expansion of the Columbia Valley Transit System not be pursued at this time.

## RECOMMENDATION

Option 1.

## BACKGROUND/ANALYSIS

Attached is the Columbia Valley Transit Future Service Plan prepared by BC Transit. The Plan identifies the following 4 proposals for transit service improvements:

Proposed Service Improvement	Estimated Service Hours	Expansion Buses Required	Estimated RDEK Share of Costs*	Estimated Tax Increase*
1. Edgewater and Radium Commuter Service	2,300	2	\$153,000	110%
2. Invermere Local Service	1,400	2	\$110,000	80%
3. Edgewater and Radium Commuter and Invermere Local Service	3,800	2	\$215,000	156%
4. Weekend Service	1,400	2	\$110,000	80%

\* These are high-level estimates and are subject to change. The 2019 requisition for the Service was \$138,000.

BC Transit has recommended that weekend service (#4) be prioritized for any future expansion initiatives.

In order to proceed with one of the proposed service improvements, a decision to do so is required. BC Transit would then integrate the request into their 3-year Transit Improvement Process, which is in the process of being updated for 2020 (to be finalized in Jan/Feb 2020). The RDEK currently has an Expansion Memorandum of Understanding with BC Transit which identifies a potential service improvement in 2021. This MOU would be updated to reflect the request. The earliest that a service improvement could be rolled out is 2021 (in the fall), subject to Provincial funding approval.

## **SPECIFIC CONSIDERATIONS**

### **Financial**

Estimated costs for the proposed service improvement would need to be included in the Financial Plan.

### **Additional Comments from BC Transit**

The following additional information has been provided by Chelsea Mossey, Manager, Government Relations, BC Transit:

Expansion in the Columbia Valley Transit System is tentatively planned for the 2021/22 fiscal year (September 2021 implementation). A Transit Future Service Plan, which includes results from public engagement, was completed in December 2019 and will be presented to the Committee in January 2020. It is important to note that BC Transit plans to compete the Columbia Valley Transit System in the 2020 calendar year, with the new contract commencing April 1, 2021. This contracting strategy received support from the RDEK Board in spring 2019. Based on local government feedback, BC Transit plans to stipulate in the RFP that service must be provided from Invermere. The Columbia Valley Transit System currently operates from Golden with significant deadhead time to the Invermere/Radium area to perform revenue service, and all resource projections in the Transit Future Service Plan are based on service from Golden. Public engagement results revealed a strong preference for the introduction of weekend service. This option, with current operations, requires 1400 service hours as well as 2 buses. One of these buses is required to support the expansion, while the other needed as a spare bus for the transit system, as there is currently no spare, which results in missed service when a bus is down.

We are currently in the early stages of planning for 2021/22 expansions, and local government approval for expansions which include a bus is required by the end of June, 2020. All decisions surrounding service levels, including the timeline for expansions, are the responsibility of the RDEK Board. If the Directors choose to defer some or all expansion to the 2022/23 fiscal year, so they can make expansion decisions after the conclusion of the RFP process, I would be happy to come back next year and discuss expansion again at that time.

Attachment





# Transit Future Service Plan

Columbia Valley Transit System

*January 2020*

Regional District  
of East Kootenay





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# 1 Introduction

The Columbia Valley Transit Future Service Plan outlines improvements for transit service and infrastructure over the next 3 to 5 years in the Columbia Valley Transit System. This Plan builds upon the Columbia Valley Transit System Long-Range Plan (2011) and includes:

- An evaluation of community changes that are impacting transit demand now and over the next five years;
- An update to priorities identified in the 2011 Long-Range Plan; and
- Identification of requirements to meet emerging transit demand in the near and medium term.

Transit Future Service Plans provide a number of defined service improvements for implementation over the next five years and ensure transit improvement priorities are consistent with evolving local priorities, emergent transit demands, and BC Transit's operational capacity. The Plan is informed by a public engagement process, analysis of the existing transit system, and feedback from local governments; in addition, it takes into account long-term planning documents for communities in the Columbia Valley area.

## 1.2 Plan Area

The geographic scope for this Plan is shown in the map below. The area encompasses the Village of Radium Hot Springs, the District of Invermere, the Village of Canal Flats and Regional District Electoral Areas F and G.

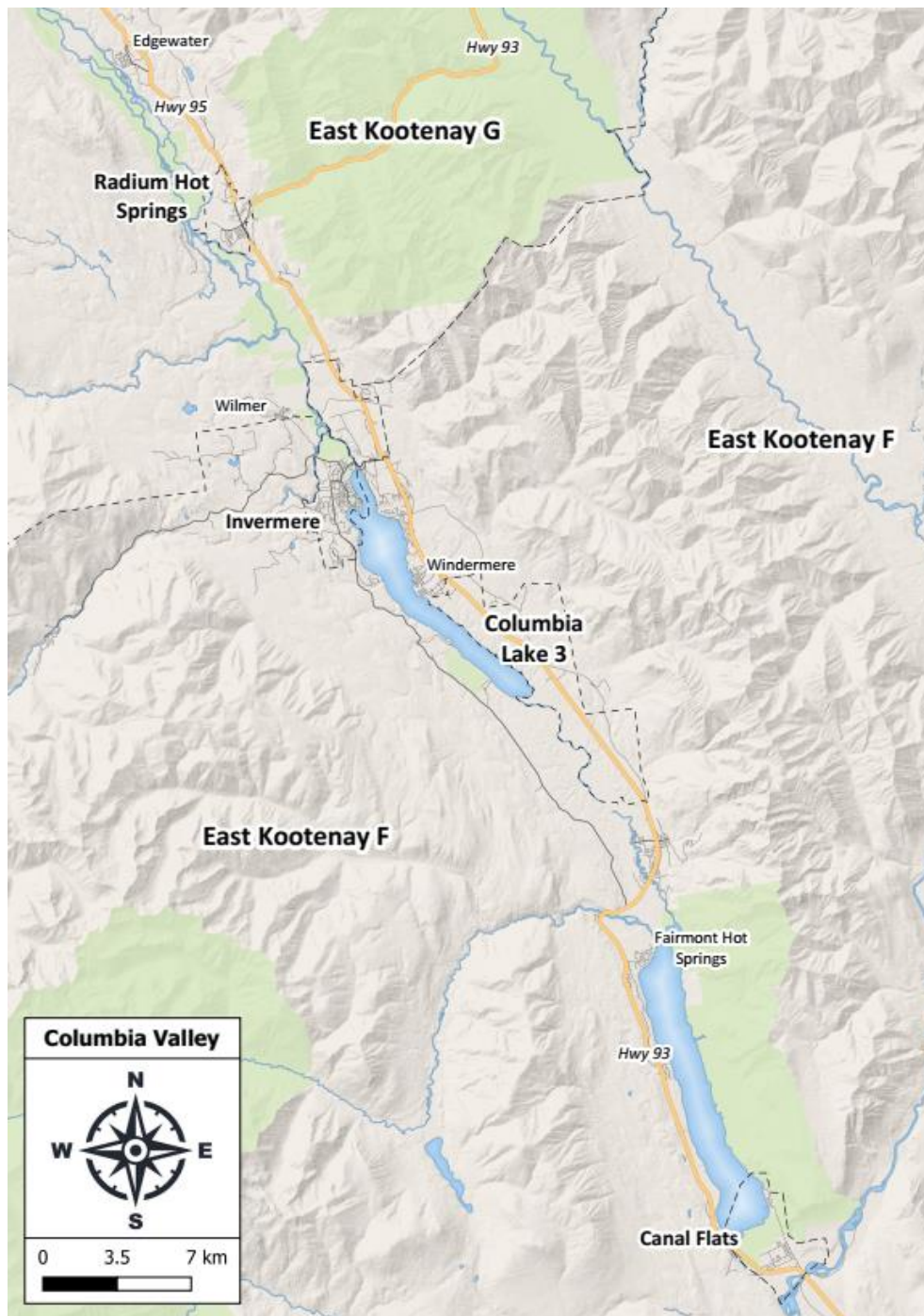


Figure 1: Plan Area

## 2 Plan Development

### 2.1 Timeline

Development of the Transit Future Service Plan began in spring 2018 and included phases to understand the present context, obtain feedback from both key stakeholders and the public, and develop a framework for short to medium-term development. Figure 1 illustrates the key steps in developing this Transit Future Service Plan.

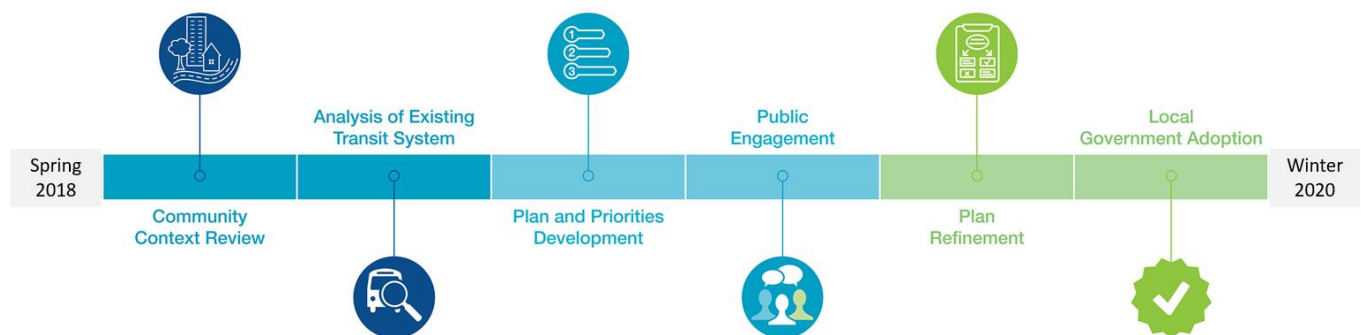


Figure 2: Timeline for the development of this Transit Future Service Plan

### 2.2 Informing the Plan

BC Transit has worked with staff at the Regional District of East Kootenay to develop this plan. It builds upon the Columbia Valley Long-Range Plan (2011), considers land use patterns and demographic trends, and incorporates public input.

The following efforts were carried out to inform the development of this plan:

- **Community Context Review:** Local planning documents and recent census data provided a high-level context of the area's demographics and land use patterns, including the Official Community Plans for the [Village of Radium Hot Springs](#), the [District of Invermere](#), and the [Village of Canal Flats](#).
- **Review of the Existing Transit System:** An evaluation of the existing transit system was carried out to identify the strengths and opportunities in the context of changing land use patterns.

- **Project Working Group:** The content, data collection and recommendations of this Transit Future Service Plan were developed in collaboration with a working group made up of staff from BC Transit, Regional District of East Kootenay, and Olympus Stage Lines - the contracted operating company.

## 3 Community Context

The following context was developed through public engagement, stakeholder input, a survey of relevant data and reports, and close examination of the existing transit system and current plans in the Columbia Valley. The following considerations provide critical opportunities and challenges to developing the Columbia Valley Transit System.

### 3.1 Population and Demographics

The total population of Columbia Valley increased by over 6 per cent between 2011 and 2016 to over 9,000. Columbia Valley has a median age of 49, with almost one quarter of its residents over the age of 65, which is above the Regional District average.

The Columbia Valley Transit System provides service to the following communities:

- The **District of Invermere** is a resort municipality, and the regional centre of the Columbia Valley, with a population of 3,391.
- **Windermere** is an unincorporated area in Electoral Area F, south of Invermere, with a population of 1,092.
- The **Village of Radium Hot Springs** is a resort municipality bordering Kootenay National Park with a population of 776.
- The **Village of Canal Flats** is the southernmost part of the Columbia Valley with a population of 668.
- **Edgewater** is an unincorporated community in Electoral Area G with a population of 529.
- **Fairmont Hot Springs** is an unincorporated community in Electoral Area F, with a 2016 population of 519.

### 3.2 Employment and Education

Due to its close proximity to Kootenay National Park, a large portion of employment is in the tourism and recreation industry. Forestry is the largest resource-based employer.

College of the Rockies is based in Cranbrook with campuses across the region including one in Invermere. College of the Rockies continues to grow enrolment of international students, who tend to rely on transit.

### 3.3 Land Use and Planning

#### *District of Invermere Official Community Plan Bylaw No. 1495, 2015*

The District of Invermere's OCP provides a vision for a sustainable and complete community by 2030. The following transit supportive policies are provided in Invermere's OCP:

- The District will encourage the interconnection of neighbourhoods through a transit link (Policy 2.21)
- The District will support initiatives to implement active transportation to promote accessibility, equity, health and well-being, environmental sustainability, personal and community safety and community cohesion and vitality (Policy 2.21)

#### *Village of Radium Hot Springs Official Community Plan Bylaw No. 396, 2013*

The Village of Radium Hot Springs' OCP provides a vision for a mountain village with a healthy range of services and amenities for a community of its size, with a range of demographic, income and housing options. The following OCP policies support the development of transit and pedestrian-friendly development:

- Support improved transit services that improve employment opportunities (Policy 3.11.3).
- Require new developments, including strata developments, to incorporate sidewalks or trail linkages, tree planting, and low-glare street lighting along roads and access routes to contribute to their visual appearance and pedestrian friendliness (Policy 5.2.3).

#### *Village of Canal Flats Official Community Plan Bylaw No. 214, 2019*

The Village of Canal Flats' OCP provides a vision for an affordable, family-friendly Village with diverse housing options, tourism and light industry development, and redevelopment of a work-live downtown. The Canal Flats OCP provides a number of policies supporting a vibrant and mixed-use village core.

## 3.4 Transportation

### 3.4.1 Health Connections

The Columbia Valley is served by a twice-weekly Health Connections service, operated by the same company as the transit system. This service is funded entirely by Interior Health, and provides service between Golden and Cranbrook. Priority on the bus is given to those people traveling for medical appointments.

### 3.4.2 Taxi Service

Columbia Valley Taxi is the only taxi company that provides service in the Columbia Valley, is based in Invermere, and provides service across the entire plan area.

## 3.5 Transit Context

### 3.5.1 Conventional Transit

The Columbia Valley Transit System was introduced in 2008 as a basic transit service for the Columbia Valley to provide access to services for all the region's residents. The system currently consists of 3,426 hours, two light duty ARBOC buses, and two routes that share a terminus at Invermere Hospital. Route 1 South Connector makes two round trips per day from Canal Flats to Invermere Hospital, stopping at Fairmont Hot Springs and Windermere in between. Route 2 North Connector is designed as a loop route between Invermere Hospital and Edgewater, with a stop in Radium Hot Springs in between.

A single vehicle operates both routes, effectively alternating throughout the day with periods of on-request service. The schedule enables residents of smaller communities to make day trips to Invermere. The service operates five days a week, with no service on weekends or public holidays.

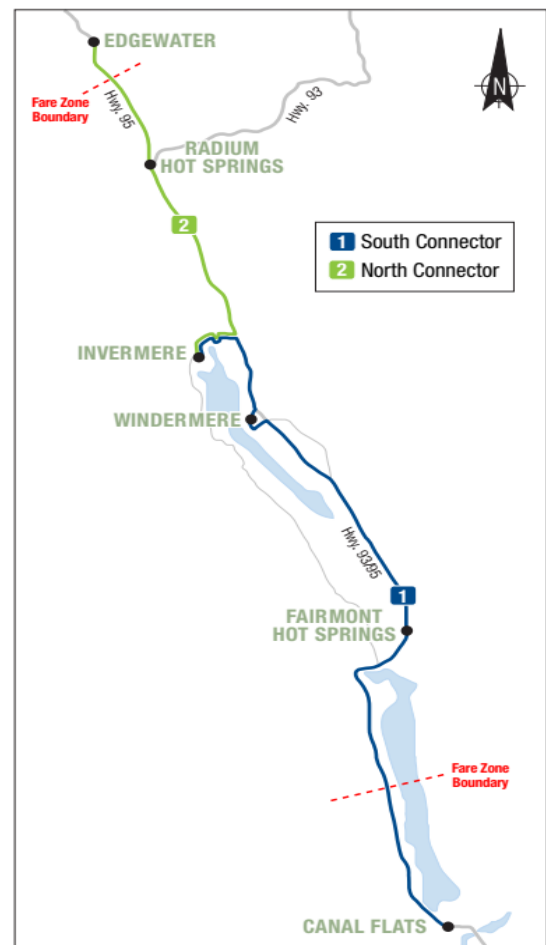


Figure 3: Columbia Valley Transit System



1 South Connector						To Invermere
Monday to Friday						
(J)	(I)	(K)	(H)	(G)	(C)	(A)
Lv. Canal Flats	Hwy 95 and Fairmont Creek Road	Fairmont Lodge	Hwy 95 and Willis Road	Hwy 95 and Bench Road	Invermere Chamber of Commerce	Ar. Invermere Hospital
7:15	7:34	7:39	7:43	8:00	8:05	8:15
1:15	1:34	1:39	1:43	2:00	2:05	2:15

1 South Connector						To Canal Flats
Monday to Friday						
(A)	(C)	(G)	(H)	(K)	(I)	(J)
Lv. Invermere Hospital	Invermere Chamber of Commerce	Hwy 95 and Bench Road	Hwy 95 and Willis Road	Fairmont Lodge	Hwy 95 and Fairmont Creek Road	Ar. Canal Flats
12:05	12:20	12:25	12:42	12:46	12:51	1:10
4:35	4:50	4:55	5:12	5:16	5:21	5:40

2 North Connector						To Edgewater
Monday to Friday						
(A)	(B)	(D)	(F)	(E)	(A)	
Lv. Invermere Hospital	Petro Canada	Radium Main Street East	Edgewater	Radium Main Street West	Ar. Invermere Hospital	
8:15	8:21	8:37	8:49	8:58	9:20	
11:00	11:06	11:22	11:34	11:43	12:05	
3:30	3:36	3:52	4:04	4:13	4:35	

Figure 4: Columbia Valley Transit System schedule

### 3.5.2 Ridership

Transit ridership has fluctuated modestly since 2009, with a notable decline between 2009/10 and 2011/12. Given that the region's population is growing, flat ridership numbers may be an indication that the transit system is not meeting the needs of its growing community, and there are opportunities to expand the service to meet new demand.



The financial investment has remained essentially constant over this time frame; the modest variation in service hours shown on the chart results from year to year differences in overtime wages and calendar schedules.

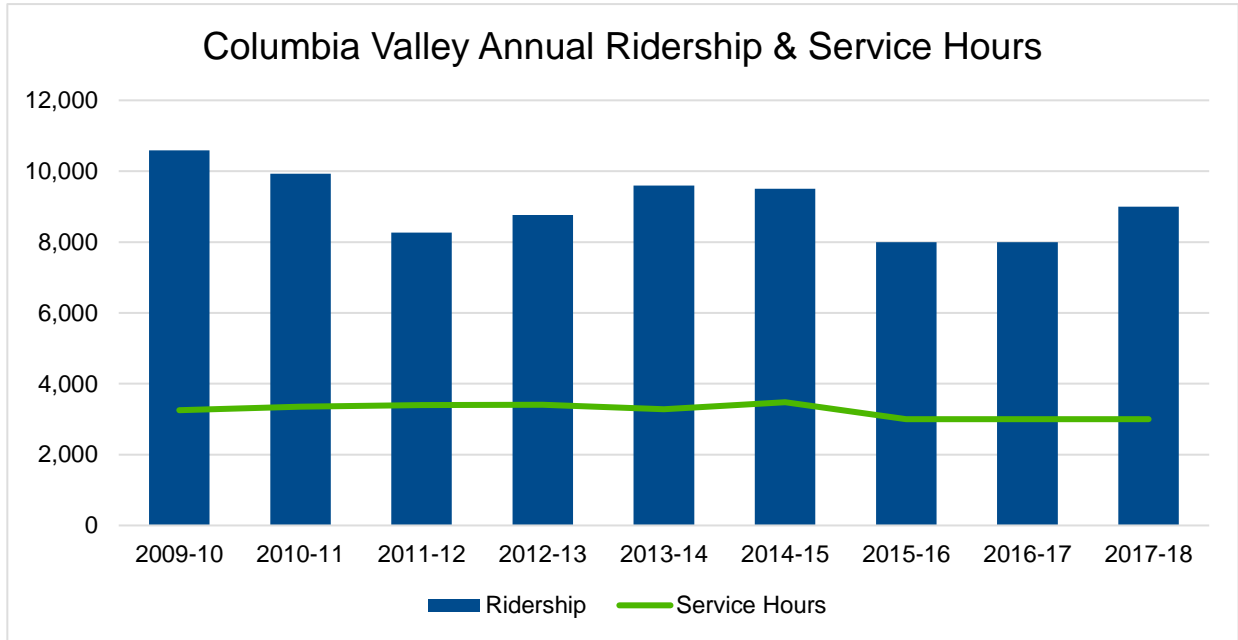


Figure 5: Columbia Valley Annual Ridership and Service Hours

### 3.5.3 Operational Considerations

Transit operations are currently based out of Golden, which requires over 100 kilometers of deadhead<sup>1</sup> in each direction. BC Transit recommends exploring options to reduce this deadhead in the future.

<sup>1</sup> Non-productive travel time when a vehicle is not in service

## 4 Proposed Transit Changes

This section discusses several possible scenarios for the future service design of transit in the Columbia Valley. At this stage, these recommendations are high-level proposals that may require further planning and analysis to determine specifics of routing, scheduling or stop placement. Resource requirements have been estimated for each option.

Proposed changes were developed in collaboration with the Regional District of East Kootenay and Olympus Stage Lines, and are based on results from engagement, detailed in section 4.2.

### 4.1 Service Design Options

#### 4.1.1 Option 1: Edgewater and Radium Commuter Service

This improvement would introduce two additional round trips on Route 2 Invermere / Radium / Edgewater.

*Benefits:*

- Would provide more opportunities for commuters from Radium and Edgewater to get to and from work in Invermere

*Considerations:*

- Would not provide additional service to or from Canal Flats

*Resources Required:*

- 2,300 annual service hours
- 2 expansion buses

#### 4.1.2 Option 2: Invermere Local Service

This option would provide a new local route within Invermere that operates 13 trips per day. This service would be in addition to the current service provided by Route 1 and Route 2. The proposed service could extend areas currently not serviced by transit, such as College of the Rockies and Wilmer.

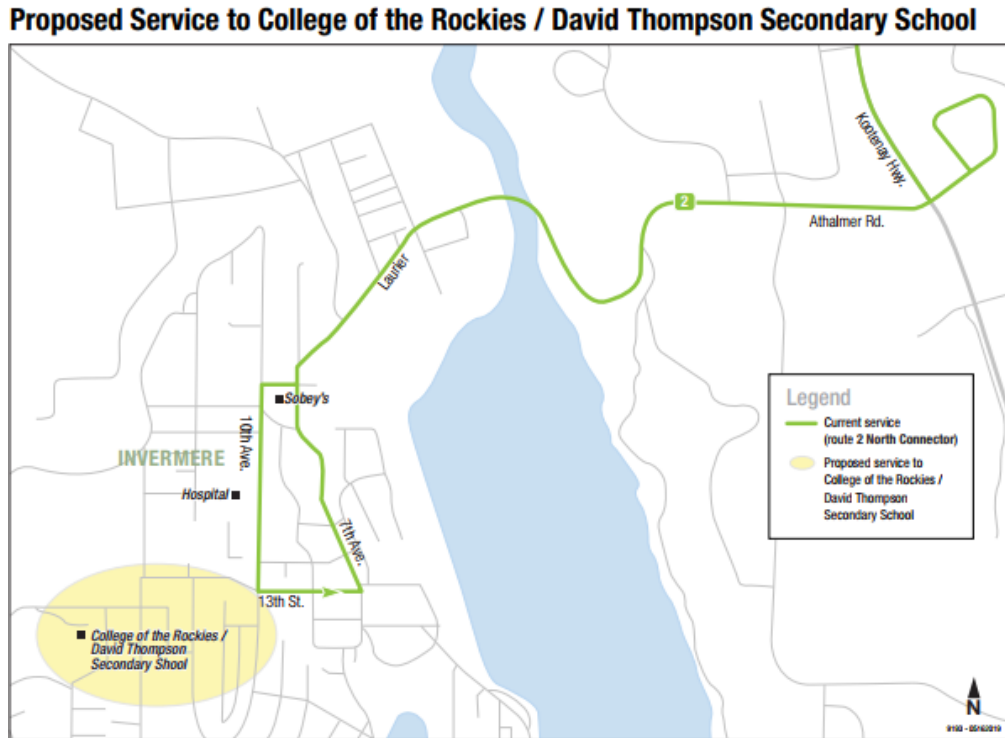


Figure 6: Proposed Service Area - College of the Rockies / David Thompson Secondary School

### Proposed Service to Wilmer Area

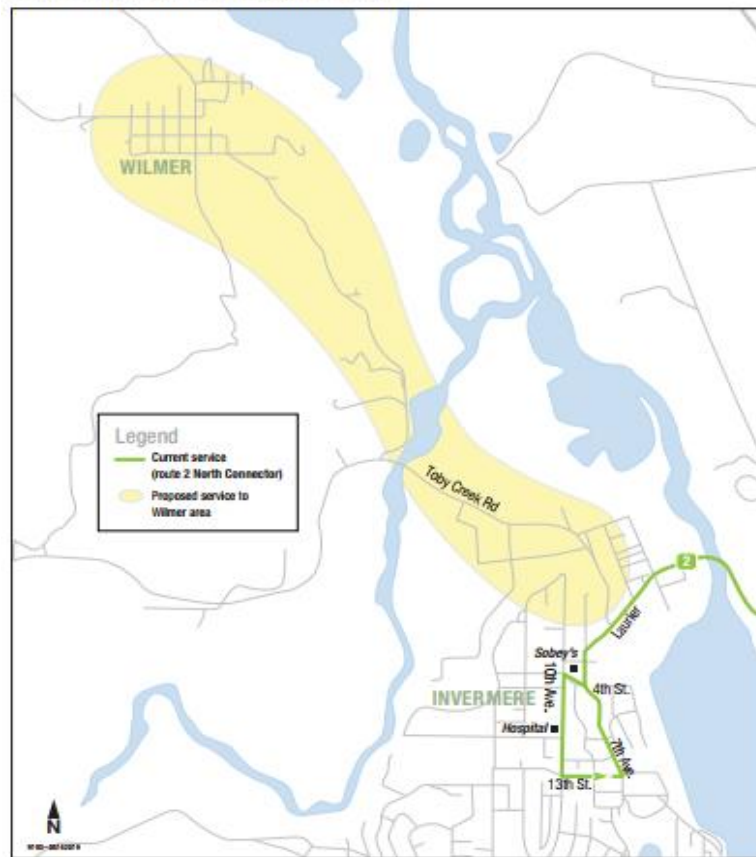


Figure 7: Proposed Service Area - Wilmer

#### *Benefits:*

- Would provide more opportunities to travel to key destinations within Invermere

#### *Considerations:*

- Providing service to areas currently not serviced by transit would require further engagement, as well as detailed planning and analysis to determine exact routing

#### *Resources Required:*

- 1,400 annual service hours
- 2 expansion buses

#### 4.1.3 Option 3: Edgewater and Radium commuter and Invermere local service

Introduce two round trips on Route 2 Invermere/Radium/Edgewater, and introduce local service in Invermere that operates 13 round trips per day

*Benefits:*

- Would provide more opportunities for commuters from Radium and Edgewater to get to and from work in Invermere
- Would provide more opportunities to travel to key destinations within Invermere

*Considerations:*

- Would not provide additional service to or from Canal Flats
- Providing service to areas currently not serviced by transit would require further engagement, as well as detailed planning and analysis to determine exact routing

*Resources Required:*

- 3,800 annual service hours
- 2 expansion buses

#### 4.1.4 Option 4: Introduce weekend service

Replicate current weekday Route 1 and Route 2 service on Saturday and Sunday.

*Benefits:*

- Would provide opportunities to take transit to work, recreational activities, etc. on weekends

*Considerations:*

- Would not provide additional service for weekday commuters

*Resources Required:*

- 1,400 annual service hours
- 2 expansion buses

Table 1: Summary of Proposed Transit Changes and Resources Required

Proposed Service Improvement	Est. Service Hours	Expansion Buses
<b>Option 1:</b> Edgewater and Radium commuter service	2,300	2
<b>Option 2:</b> Invermere local service	1,400	2
<b>Option 3:</b> Edgewater and Radium commuter and Invermere local service	3,800	2
<b>Option 4:</b> Weekend service	1,400	2

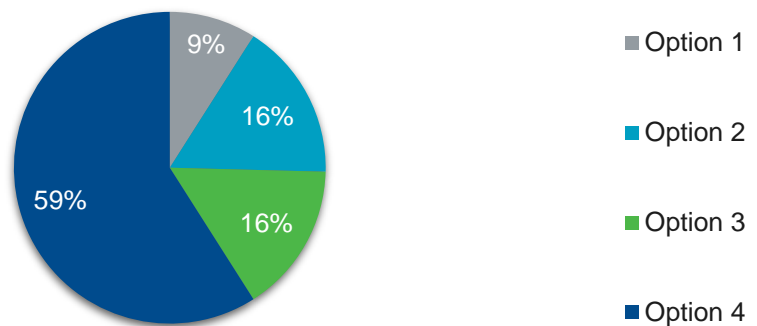
## 4.2 Public Engagement Results

An online survey was carried out during the summer of 2019, which presented the above options for transit service improvements. A total of 141 respondents participated in the survey.

Both transit users and the general public indicated a strong preference for weekend service. A local Invermere service was identified as a second preference.

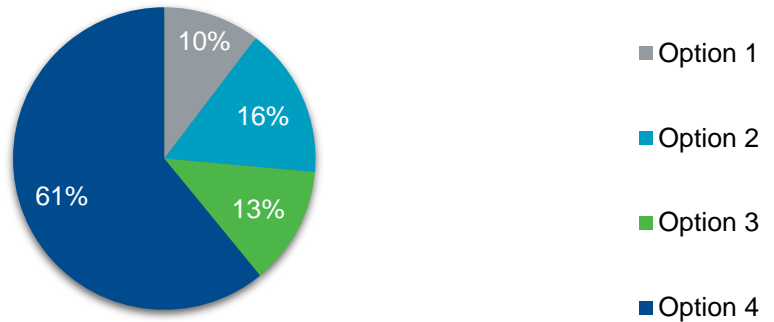
### All Respondents

*Which service improvement option would be most beneficial for you?*



## Transit Riders

*Which service improvement option would be most beneficial for you?*



### 4.3 Implementation Priorities

The following section details an implementation strategy over time for short to medium-term transit service improvements. The implementation plan prioritizes improvements in accordance with local government, stakeholder and public feedback.

#### 4.3.1 Transit Service Priorities

*Table 2: Implementation Priorities for Proposed Transit Changes*

Implementation Priority	Service Hours Required	Buses Required
1: Implement weekend service	1,400	2
2: Expand local Invermere service	1,400	2
3: Expand Edgewater and Radium commuter	2,300	2

#### 4.3.2 Infrastructure Priorities

There are a limited number of bus stops in the Columbia Valley Transit System. In the future, additional bus stop amenities such as shelters and benches should be considered for each community in the transit system.

## 5 Next Steps

This plan outlines several service options for future transit service improvements. Service improvements will be integrated into the three year Transit Improvement Process (TIPs), which is updated on an annual basis. Prior to implementation of service changes, BC Transit staff will work with staff at the Regional District of East Kootenay to ensure service improvements appropriately reflect local needs. Additional targeted engagement may be conducted.

It is recommended that the Regional District of East Kootenay:

- Receive this report for information; and
- Prioritize weekend service on routes 1 and 2 for any future expansion initiatives.



## Shannon Moskal

---

**From:** Heather Rennebohm

**Sent:** Sunday, December 15, 2019 1:17 PM

**To:** Tina Hlushak

**Subject:** Requesting inclusion on agenda of upcoming RDEK (CV) Committee meeting Jan. 9, 2020

Hello Tina,

I am writing to ask if the Columbia Lake Recreation Society (CL Rec Society) could be included in the agenda for the RDEK (CV) Committee meeting which is due to take place on January 9, 2020. I am the Secretary/Treasurer of the Society and, at our last Board meeting, it was agreed that I should approach you about getting on the agenda so our Society can make a presentation to RDEK regarding having the Columbia Lake Rec Centre included in the facilities covered by the RDEK Service Agreement.

There will be at least two representatives of the CL Rec Society present to speak to this request; Jason Nicholas, who is the Chair, and myself. Jason and I will be happy to provide written material in advance of Jan. 9, to support this request for inclusion in the Service Agreement, and then will speak to it on the 9th if you can fit us into the agenda.

Please let me know at your earliest convenience.

Many thanks and all the best for the holiday season.

Heather

**Date** December 20, 2019  
**Author** Shannon Moskal, Corporate Officer  
**Subject** Columbia Valley Local Conservation Fund Program – 2020 Funding Recommendations

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### REQUEST

Project approval under the 2020 Columbia Valley Local Conservation Fund Program.

### OPTIONS

1. THAT the following projects, totaling \$97,281, be approved for funding under the Columbia Valley Local Conservation Fund for 2020:
  - Lake Windermere Community Based Watershed Monitoring – \$11,296
  - Reintroducing the Northern Leopard Frog to Columbia Marshes – \$21,000
  - Columbia Valley Swallow – \$10,000
  - Columbia Valley Farmland Advantage Stewardship – \$17,985
  - Conservation of Biodiversity in the Columbia Wetlands – \$20,000
  - Groundswell Apple Rescue Program – \$2,000
  - Luxor Linkage Resiliency and Forest Restoration – \$15,000
2. THAT the following projects, totaling \$95,281, be approved for funding under the Columbia Valley Local Conservation Fund for 2020:
  - Lake Windermere Community Based Watershed Monitoring – \$11,296
  - Reintroducing the Northern Leopard Frog to Columbia Marshes – \$21,000
  - Columbia Valley Swallow – \$10,000
  - Columbia Valley Farmland Advantage Stewardship – \$17,985
  - Conservation of Biodiversity in the Columbia Wetlands – \$20,000
  - Groundswell Apple Rescue Program – \$2,000
  - CLSS Water Quality, Quantity, Education and Communication Work – \$13,000
3. THAT the following projects, totaling \$116,781, be approved for funding under the Columbia Valley Local Conservation Fund for 2020:
  - Lake Windermere Community Based Watershed Monitoring – \$11,296
  - Reintroducing the Northern Leopard Frog to Columbia Marshes – \$21,000
  - Columbia Valley Swallow – \$10,000
  - Columbia Valley Farmland Advantage Stewardship – \$17,985
  - Conservation of Biodiversity in the Columbia Wetlands – \$20,000
  - Groundswell Apple Rescue Program – \$2,000
  - Luxor Linkage Resiliency and Forest Restoration – \$15,000
  - CLSS Water Quality, Quantity, Education and Communication Work – \$13,000
  - Strategic Invasive Plant Control of Leafy Spurge – \$6,500

## RECOMMENDATION

None provided.

## BACKGROUND/ANALYSIS

Attached is a report from the Kootenay Conservation Program outlining the Technical Review Committee's (TRC) 2020 funding recommendations under the Columbia Valley Local Conservation Fund Program. Rather than a single recommendation, the TRC has provided 3 options for the Board to consider. These options are summarized below:

### 1. (see Options 1 and 2 above)

- Fund the top 6 ranked projects (total of \$82,281) and fund 1 of the following projects which were tied in the technical merit score:
  - Luxor Linkage Resiliency and Forest Restoration (\$15,000); or
  - CLSS Water Quality, Quantity, Education and Communication Work (\$13,000).

### 2. (see Option 3 above)

- Allocate an additional \$16,781 above what was deemed available in 2020 (total of \$100,000), by reducing the contribution to the reserve fund.
- Fund all 9 recommended projects.

## SPECIFIC CONSIDERATIONS

### Financial

In 2019, a reserve for future projects was created to avoid the need for short term borrowing when larger proposals are funded. The draft 2020 budget includes the following allocations:

- \$100,000 – 2020 conservation projects
- \$125,791 – transfer to reserve

If there is interest in funding all 9 recommended projects, \$16,781 would need to be reallocated to projects by lowering the contribution to reserve.

### Regional Sustainability Strategy

#### 4.3.5 Environment – Partnerships

Collaborate with industry, public agencies, Columbia Basin Trust and other non-governmental organizations to advance environmental protection and enhancement programs.

Attachment

**Regional District of East Kootenay  
Columbia Valley Local Conservation Fund (CVLCF)**

**Funding Recommendations for 2020 Proposals**



Photo: Pat Morrow

**Report Submitted by:**  
Juliet Craig, Program Manager  
Kootenay Conservation Program (KCP)  
December 19, 2020



## Executive Summary

The Kootenay Conservation Program (KCP) received eleven (11) stewardship proposals seeking **\$177,331.00** funding through the Columbia Valley Local Conservation Fund (CVLCF) program for 2020. Of these proposals, the Technical Review Committee (TRC) considers all stewardship projects to have technical merit. The available funding will support seven (7) of these projects but the TRC recommends funding nine (9) of these proponents if possible.

We are very fortunate that we have many good technical projects that are trying to conserve the landscape. The “ask” for 2020 is higher than what was deemed available this year.

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## 2020 Projects Application Process

In September 2019, a request for proposals was put out for the submission of applications to the KCP to access funding through the Columbia Valley Local Conservation Fund (CVLCF). Advertisements were placed in local print and online media as well as via the Kootenay Conservation Program (KCP)'s network channels. The closing date was November 1, 2019, and eleven (11) applications were received. On December 16, 2019, CVLCF's TRC met to collectively score the proposals and make recommendations to the Regional District of East Kootenay (RDEK).

## Technical Review Committee

The Technical Review Committee (TRC) continues to function very well. The TRC members who conducted this technical review were:

- Dr. Cameron Gillies (Chair)
- Dr. Suzanne Bayley
- Mr. Greg Anderson
- Mr. Michael den Otter
- Dr. Jeanette Theberge

The TRC operates under a conflict of interest protocol.

*Any members who have an actual conflict of interest or an appearance of conflict, which may have a negative or harmful effect on their ability to perform the duties required of the appointment or the reputation of the Committee, will advise all other members and staff, in writing (email accepted), well in advance of Committee meeting: (a) that there is a potential conflict; (b) the nature and scope of the conflict; and (c) the specific project to which the conflict may apply.*

*(b) For some proposals, Committee members may have a direct involvement in the project. In this case, the Committee member will be asked to leave the meeting during the discussion of such proposals.*

This year, the following conflicts of interest were declared:

- Dr. Bayley identified a conflict of interest in relation to the 'Conservation on Biodiversity in the Columbia Wetlands' since she is the proponent and wrote the proposal.
- Dr. Bayley identified a potential conflict of interest with the 'Columbia Valley Swallow Project'. Conflict was confirmed by the Technical Review Committee.
- Ms. Theberge identified a potential conflict of interest with the 'Understanding Groundwater Conservation Needs in the Columbia Valley' since she sits on the Board of Living Lakes Canada.
- KCP Communications Coordinator Nicole Trigg contracts out to two CVLCF proposal proponents - Living Lakes Canada and CWSP – but was not involved in project applications or the CVLCF ranking process so this was not seen as a conflict of interest.

For these conflicts of interest, proponents did not rank the proposal and left the room during the discussion of the project.

## Project Suitability

To be considered, a project must first meet a series of mandatory requirements. The project must:

- Fall within the CVLCF service area between Canal Flats and Spillimacheen;
- Address at least one IUCN threat to biodiversity;
- Be an eligible activity under the CVLCF Terms of Reference.

The proponent must:

- Be a registered non-profit organization, local government or First Nation Band or be partnered with a qualified organization;
- Be prepared to make a presentation on the outcomes of their work and submit a written report.

If the project fulfills these requirements, they are scored out of a total of 40 points:

- Project Feasibility – Maximum 10 points;
- Cost Effectiveness – Maximum 5 points;
- Partners/Cost Sharing – Maximum 5 points;
- Project Effectiveness – Maximum 20 points.

RDEK staff determined that approximately \$100,000 would be available for allocation for stewardship projects in 2020.

We are very fortunate that we have many good technical projects that are trying to conserve the landscape. The “ask” is much higher than what was deemed available this year.



## Technical Review Committee Recommendations

The following projects are ranked by priority (highest to lowest):

Project Name	Proponent	POINTS / 40	Amount Requested	Amount Recommended	Cumulative Amount
Lake Windermere Community Based Watershed Monitoring Project	Lake Windermere Ambassadors Society	35.6	\$11,296	\$11,296	\$11,296
Reintroducing the endangered Northern Leopard Frog to the Columbia Marshes	Calgary Zoo Foundation	34.2	\$21,000	\$21,000	\$32,296
Columbia Valley Swallow Project	Wildsight Golden	33.75	\$10,000	\$10,000	\$42,296
Columbia Valley Farmland Advantage Stewardship Project	Windermere District Farmers Institute	33.4	\$17,985	\$17,985	\$60,281
Conservation of Biodiversity in the Columbia Wetlands	Columbia Wetlands Stewardship Partners	32.5	\$24,437	\$20,000	\$80,281
Groundswell Apple Rescue Program	Groundswell Network Society	32.2	\$2,000	\$2,000	\$82,281
Luxor Linkage Resiliency and Forest Restoration Project	The Nature Conservancy of Canada	31.6	\$15,000	\$15,000	\$97,281
CLSS Water Quality, Quantity, Education and Communication Work	Columbia Lake Stewardship Society	31.6	\$15,792	\$13,000	\$110,281
Strategic Invasive Plant Control of Leafy Spurge (SIPCOLS)	East Kootenay Invasive Species Council	28.8	\$11,500	\$6,500	\$116,781
Understanding Groundwater Conservation Needs in the Columbia Valley	Living Lakes Canada Society	27.8	\$12,750	\$0	
Kootenay Community Bat Association - ... bat conservation	The Rocky Mountain Trench Society	27	\$35,571	\$0	
<b>TOTAL</b>			<b>\$177,331</b>	<b>\$116,781</b>	

- a. **OPTION 1:** Two projects at the cut-off point for funding were tied in the technical merit score: Columbia Lake Stewardship Society (CLSS) – water quality and quantity monitoring and Nature Conservancy of Canada (NCC) – Luxor Linkage Resiliency and Forest Restoration. With current available funding, only one of these valuable projects can be funded. **Option 1 is to fund projects in order of technical merit (see Table on page 3) and select between NCC or CLSS.** This option would result in two technically sound multi-year projects that the TRC recommends (NCC or CLSS) not receiving funding, as well as East Kootenay Invasive Species Council (EKISC) – strategic invasive plant control of leafy spurge.
- b. **OPTION 2:** Fund an additional \$16,781 in order to fund both of the projects with a tied score (CLSS or NCC) as well as EKISC.

## 1. Lake Windermere Community-Based Water Monitoring Project

### Total: 35.6 Points

**Funding Requested:** \$11,296

**Recommended:** \$11,296

**Submitted by:** Lake Windermere Ambassadors Society

**Project Location:** Lake Windermere

#### Project Budget:

Cash Requested	Other Cash	Total In-kind	Total Budget
\$11,546.00	\$48,039.00	\$12,880.00	\$72,465.00
16%	66%	18%	

**Project Description:** This project aims to undertake water quality monitoring and community water stewardship education.

#### Project Objectives:

- 1) To empower citizens and decision-makers with current, comprehensive, and reliable data about Lake Windermere's water quality and ecological health;
- 2) To strengthen a community ethic of water stewardship and conservation in the Lake Windermere watershed;
- 3) To promote support for science-based management on behalf of local and regional governments.

**Previous CVLCF Funding:**

Year	CVLCF Funding Received
2019	\$10,000
2018	\$12,870
2017	\$11,000
2016	\$8,500
2015	\$11,000
2014	\$3,000
2013	\$4,700
2012	\$10,624
2011	\$18,000
<b>TOTAL</b>	<b>\$89,864</b>

**2019 Accomplishments:**

- Our Annual Creek and Lake monitoring program saw a total of 25 volunteers who contributed 84.5 hours total. These volunteers were trained as Citizen Scientists in water monitoring. Additional Citizen Scientist that will be trained will be coming up through our Fall Grebe Survey, and LakeKeepers Workshop.
- Since March of this year The Ambassadors have interacted with 1,147 individuals through events such as shoreline cleanups, Wings Over the Rockies Presentation, Paddle Palooza Festival, Farmers Market, local classroom visits and field trips, boat launch outreach, and free kids summer camps. While each event is different we were able to share a variety of lake stewardship information to a diverse audience at each event.
- Starting in April of 2019 the Ambassadors have published monthly education articles in the local newspaper. We will continue these articles until November for a total of 8. Additionally, we have published 3 educational articles on our website.
- One Grebe study is scheduled for early October of this year.
- The Ambassadors are connecting with the Lake Windermere Rod and Gun Club to share information gleaned from their fall fish study. We will also be conducting a literature over the winter months to develop a study plan for the following season. Lastly, we have developed and distributed a public fish survey seeking information from those fishing on Lake Windermere about populations seen.
- The Ambassadors developed and printed two educational brochures related to water quality and stewardship this summer. One brochure focused on fish species, and the other a broad spectrum of water quality and the ambassadors.
- We have been collecting the necessary data on Windermere Creek since March 2019 to develop a rating curve. Over the next few weeks as we analyze our data we will work with Living Lakes Canada and Columbia Lake Stewardship Society to develop the rating curve.

- We are continuously tracking website traffic and spent much time this year updating our water data site to provide visitors with the most available up to date information relating to water quality on Lake Windermere.
- We are currently finishing the 2019 sampling season and beginning to compile the necessary information to complete more deliverables (four in total):
  - Management recommendation for local governments or citizens to improve water quality and conservation
  - Presentations to decision-makers about water quality results and management recommendations
  - Presentations to non-decision makers about results and stewardship action
  - Final report in fall 2019 summarizing annual findings

#### **IUCN Biodiversity Threats Addressed:**

- Invasive and Problematic Species
- Climate Change - Droughts, Temperature Extremes, and Storms/Floods
- Pollution - Runoff
- Human Intrusions and Disturbance (Recreational Activity)

#### **Committee Comments:**

- Very good proposal.
- Restoration work sounds promising.
- Solid group of partners & funding.
- 2020 State of Lake Report is important to do and very useful.
- This is an excellent project that includes both valuable monitoring data and public engagement.
- They have a very high frequency of lake and stream monitoring (although could not find the data that they are monitoring for).
- Excellent idea for develop rating curve for Windermere Creek. Hydrology very lacking in info for that type of tributary.
- Good idea for a 10- year summary and analysis of lake data but hope that they get a qualified person for the interpretation of the data. Unclear if Program Coordinator will write the 2020 report on the lake. Recommend bringing a limnologist for the review the State of the Lake report
- Did well on all criteria for CVLCF projects.

## 2. Reintroducing Endangered Northern Leopard Frogs to the Columbia Marshes

### Total: 34.2 Points

**Funding Requested:** \$21,000

**Recommended:** \$21,000

**Submitted by:** Calgary Zoo

**Project Location:** Columbia Wetlands

### Project Budget:

Cash Requested	Other Cash	Total In-kind	Total Budget
\$21,000.00	\$160,600.00	\$5,700.00	\$187,300.00
11%	86%	3%	

**Project Description:** This project aims use conservation translocations to recover northern leopard frogs and prevent local extinction within the province.

### Project Objectives:

- 1) Continue reintroductions in Brisco for the next 4 years with the goal of releasing 8,000 tadpoles per year at the release site.
- 2) Monitor the reintroduced frogs each year to:
  - a. Determine if tadpoles complete metamorphosis and if frogs successfully overwinter
  - b. To look for evidence of successful breeding in the wild
  - c. Assess size, growth rates, general health and body condition of frogs and compare to previous reintroduction efforts and wild populations.
  - d. Assess survivorship, based on recapture of individuals (identified using spot pattern recognition).
  - e. Ascertain if frogs have colonized and bred at additional sites using visual surveys and automatic recording units (Song meters).
  - f. Assess long-term persistence of reintroduced populations.

### Previous CVLCF Funding:

Year	CVLCF Funding Received
2019	\$19,000
2018	\$19,084
2017	\$28,000
2016	\$29,000
2015	\$29,767
2014	\$29,890
<b>TOTAL</b>	<b>\$154,741</b>

### IUCN Biodiversity Threats Addressed:

- Residential & commercial development
- Agriculture
- Energy production and mining
- Transportation & service corridors
- Human intrusions & disturbance
- Natural system modifications
- Invasive species & diseases
- Pollution
- Climate change effects on water availability and river flow

### Committee Comments:

- Strong proposal.
- Type of project CVLCF should support, some concern over long term success, however.
- Strong letters of support.
- Important and needed for the new Kootenay Connect KCP program – conserving Species at Risk.
- Good news that project had overwintering of juveniles. Frogs in Columbia Valley may have slight immunity to chytrid.
- Not convinced they can achieve their objectives of a sustained population.
- Why increasing funding each year? Keep to same as last year.
- Strongly encourage a definition of success (or failure) as an end point for the project.
- We recommend seeking federal funding and/or support to contribute to this project.

### 3. Columbia Valley Swallow Project

**Total: 33.75 Points**

**Funding Requested:** \$10,000

**Recommended:** \$10,000

**Submitted by:** Wildsight Golden

**Project Location:** Across the CVLCF Service Area

**Project Budget:**

Cash Requested	Other Cash	Total In-kind	Total Budget
\$10,000.00	\$47,160.00	\$22,135.00	\$79,295.00
13%	59%	28%	

**Project Description:** The main goals of this two-year project are to: a) build increased awareness for swallow species and their conservation status; b) coordinate volunteers to inventory/monitor swallow nests; c) erect artificial nesting structures for swallows to increase habitat availability.

**Project Objectives:**

- 1) Determine nesting sites (for bank and barn swallows) and land ownership for nest locations or colonies. Most inventories for nests will be conducted by foot/car, but Columbia Lake and Lake Windermere will be inventoried by boat. Remote river banks that have had documented swallow colonies (through eBird) will be surveyed by kayak (e.g. Radium to Edgewater) to determine species. Bank and Northern Rough-winged swallows (NRWS) look similar, but NRWS are not at-risk.
- 2) EBird will be used to assist in planning and knowing where Barn/Bank Swallows have been detected during previous breeding seasons. This information will guide us in terms of inventory locations.
- 3) At all nest locations, the goal will be to monitor the more accessible nest locations once/week through the breeding season. Lake Windermere Ambassadors and Columbia Lake Stewardship Society will monitor colonies at their respective lakes.
- 4) Host training sessions (class and in-field) in Invermere to describe the six different swallow species in the Columbia Valley, and train volunteers on nest inventory/monitoring protocols. Provide necessary equipment. Collecting quality data in year 1 will be a major goal for use in conserving and recovering Bank/Barn Swallows.
- 5) Input all data into provincial data warehouse (WSI) to identify critical habitat areas in Columbia Valley.
- 6) Outreach aimed towards conserving critical habitat areas for swallows (nesting colonies, nest sites, roosting areas), e.g. locations for WMA boundary expansions suggested to MFLNRO, promote and educate communities on Best Management Practices (BMPs) to

landowners, e.g. nest platforms such as ledges under eaves, minimize disturbance at colony, maintain food source, no pesticides.

- 7) We will conduct private landowner outreach visits with commercial operators that have known bank or barn swallow colonies, e.g. Invermere Home Hardware, gravel pit in Canal Flats and educate businesses about the Migratory Birds Convention Act and obligations to protect nests under this act.
- 8) Develop and distribute a brochure (500) that speaks to at risk swallow species in the Columbia Valley and what one can do to conserve their habitats.
- 9) Encourage partnerships and shared stewardship through outreach opportunities, e.g. farmers markets (4), community presentations (2), social media, create webpage on CVSP, newspaper articles, deliver Wings Over the Rockies field trip, bird walks (2).
- 10) Develop and deliver 3 public presentations on swallow ID, conservation status and current regulations that protect them.
- 11) In year two, construct and erect artificial nesting structures for swallows. Have private landowners maintain and monitor nest boxes/platforms.

#### **IUCN Biodiversity Threats Addressed:**

- Residential and commercial development
- Agriculture: pesticide use
- Energy production & mining
- Transportation & service corridors
- Human intrusions & disturbance
- Natural system modifications
- Pollution
- Climate change and severe weather.

#### **Committee Comments:**

- Good partnerships.
- Good project proponent with a good track record.
- Good value for money.
- Like the incorporation of citizen science and community engagement.
- Like seeing a new project for the Columbia Valley.
- Wonder if project could be implemented for a lower cost. I.e. hire a student.
- Concerned about on-the-ground conservation gain. Not convinced that they are habitat constrained (i.e. will boxes actually increase population?). Appears that insect prey availability is the constraining factor.
- Technical Review Committee recommends paying attention to the other swallow species (northern rough-winged and cliff).



## 4. Columbia Valley Farmland Advantage Stewardship Project

### Total: 33.4 Points

**Funding Requested:** \$17,985

**Recommended:** \$17,985

**Submitted by:** Windermere District Farmers Institute

**Project Location:** Upper Columbia Valley

#### Project Budget:

Cash Requested	Other Cash	Total In-kind	Total Budget
17,985.00	25,250.00	151,500.00	194,735.00
9%	13%	78%	

**Project Description:** This project aims to enhance the region's ecology by rewarding contracted farmers to take extraordinary stewardship action to conserve and enhance important riparian areas on their farms.

#### Project Objectives:

- 1) Conserve and restore 252 acres of prime riparian habitat and 7987 meters of shoreline.
- 2) Contract farmers to take extra ordinary efforts to conserve and restore the targeted riparian areas on 11 farm sites.
- 3) Retain the engagement of 95% of the region's farmers.
- 4) Raise awareness of, and support for the CVLCF by holding a field day and at publishing least two articles in local media publications.
- 5) Monitor the results of the project using RHA, and other monitoring methods.
- 6) Work with Bird Studies Canada to conduct Lewis's Wood Pecker survey on sites.
- 7) Prove the model works by quantifying ecological results and economically valuing those results.

#### Previous CVLCF Funding:

Year	CVLCF Funding Received
2019	\$17,985
2018	\$17,985
2017	\$10,700
2016	
2015	\$7,500
2014	

2013	\$13,000
2012	\$4,000
2011	\$5,000
2010	\$5,000
<b>TOTAL</b>	<b>\$81,170</b>

### **2019 Accomplishments:**

While the 2019 project is not completed the following describes the progress of the deliverables to date:

- 1) Renewing stewardship contracts with the farmers to conserve and restore high value riparian sites.
  - a. Agreements have been renewed
- 2) Monitor the response of the sites to the stewardship actions by: completing Riparian Health Assessments and Inventories on the sites (this repeated the baseline Riparian Health Assessments completed on these sites in 2016, and 2018), and conducting other monitoring studies such as the Species at Risk survey
  - a. Two monitoring methods have been further refined.
    - i. RHI- Riparian Health Inventory method has been further refined and training was held in the Invermere area using the tool on Shuswap and Abel Creeks.
    - ii. Species at Risk monitoring tool. Farmland Advantage has worked with Bird Studies Canada to refine and test the related SAR monitoring tool.
- 3) Quantify the economic value of the ecosystem service benefits resulting from the stewardship
  - a. Sites have been surveyed using the new and improved surveying methodology
- 4) Analyze and report the results of the assessments and studies
  - a. Analysis is being completed
- 5) Communicate effectively to farmers, funders, ENGOs, and regional populations
  - a. Three field tours were conducted:
    - i. Local Government officials
    - ii. Wings over the Rockies
    - iii. KCP Field tour
- 6) Produce a final project report
  - a. Content for the final report is being collected

### **IUCN Biodiversity Threats Addressed:**

- Residential and commercial development
- Climate change
- Invasive and/or other problematic species
- Fire and fire suppression
- Human intrusions and disturbance (recreational activities)

#### Committee Comments:

- Partnership with Birds Canada is good to see.
- Feasibility – how to get government involvement. Cost – is BC government funding possible?
- Expanding to other parts of BC. Would like to see 2019 report and how this project is expanding provincially and going beyond the pilot phase.
- Farmland Advantage is providing an on-the ground increase in conservation.
- The DFO collaboration will present new opportunity to link riparian health with the fisheries/tributary restorations directed by Shuswap Indian Band project. Really great potential.
- Not clear how the \$150,000 DFO in-kind was calculated. Questions about how the matching and in-kind costs are developed.
- Details are vague in proposal.
- Shuswap Indian Band, Columbia Wetlands Stewardship Partners, Lake Windermere District Rod and Gun Club working together on this project. Shuswap Indian Band does have cash for Farmland Advantage.
- Would like to see more detailed answers to Technical Review Committee's questions.
- Would like to see the # ha restored per year documented in next year's proposal.
- Would like to see a long-term sustainable funding source.
- Would like to see more communications so there is more awareness about this project.

## 5. Conservation of Biodiversity in the Columbia Wetlands

### Total: 32.5 Points

**Funding Requested:** \$24,437

**Recommended:** \$20,000

**Submitted by:** Columbia Wetlands Stewardship Partners

**Project Location:** Across the CVLCF Service Area

#### Project Budget:

Cash Requested	Other Cash	Total In-kind	Total Budget
\$24,437.00	\$105,563.00	\$10,000.00	\$140,000.00
18%	75%	7%	

**Project Description:** This project goal is to determine the locations and develop maps of biodiversity hotspots in the Columbia Wetlands and Columbia Valley, which will be used to prioritize and enhance the conservation of SAR and important focal species. This project has two Phases over three years (2020-2022).

**Project Objectives:**

- 1) Phase 1 (2020)
  - a. To ground truth mapped vegetation associations, and to classify the wetlands based on their hydrology.
  - b. To provide a field assessment (cover and species) of the plant communities, their SAR & concern in important wetland classes and map those locations.
  - c. To provide a field assessment of the animal SAR & habitat relationships and map their locations.
- 2) Phases 2 (2021 & 2022)
  - a. Develop maps of the hotspots of plant and animal biodiversity, overlay them on the wetland habitat maps, and combine these with the maps from the Kootenay Connect-KCP to make local upland, riparian and wetland maps of biodiversity hotspots and linkages.
  - b. Using these maps of biodiversity hotspots, develop conservation actions that CWSP and KCP and other Partners will use to enhance the protection of our important species at risk, concern and important focal species.

**IUCN Biodiversity Threats Addressed:**

- Residential and Commercial Development
- Climate Change
- Transportation and Service Corridors
- Human Intrusions and Disturbance (Recreational Activity)

**Committee Comments:**

- Well documented and written proposal.
- Good partnership with Shuswap Indian Band project and other partners.
- Federal funding recognition raises stature.
- The connection to on-the-ground action is not clear in this proposal. TRC deemed this project eligible for this year but will require clear information on how this project is leading to on-the-ground action when it is primarily mapping and inventory.
- Although the Technical Review Committee recognizes the value of mapping for better land management they are not convinced that CVLCF is the appropriate funding source.
- There is larger federal funding coming in from Kootenay Connect but relatively little showing on this budget. Not clear on how matching funding was calculated.
- There is a lot of matching funding and the CVLCF is a relatively small fund.
- Recommend that future proposals include a clear timeline and outline for how this project will lead to on-the-ground action to ensure that this is an eligible project for the CVLCF.

## 6. Groundswell Apple Rescue Program

### Total: 32.2 Points

**Funding Requested:** \$2,000

**Recommended:** \$2,000

**Submitted by:** Groundswell Network Society

**Project Location:** Invermere, RDEK Areas F & G

#### Project Budget:

Cash Requested	Other Cash	Total In-kind	Total Budget
\$2,000.00	\$2,718.00	\$2,100.00	\$6,818.00
29%	40%	31%	

**Project Description:** The goal of this project is to harvest apple trees to reduce bear attractants and deter human-wildlife conflict, and to advocate for the creation of a regional compost program to ensure backyard compost containing apples is also not creating a wildlife attractant.

#### Project Objectives:

- 1) Decrease the instances where wildlife are destroyed because of, or in order to prevent Human/Wildlife conflict
- 2) Support Bear Smart initiatives which include updated bylaws to improve enforcement, proper composting techniques and commercial waste storage.
- 3) Determine how much waste can potentially be diverted from the landfill in fruit waste alone, in order to advocate for the creation of a regional compost program
- 4) Increase the number of trees adopted, fruit rescued, waste diverted and participants involved.
- 5) Provide volunteer opportunities for people in the community
- 6) Build a database of fruit tree owners and other fruit bearing bushes and trees
- 7) Develop a strategy to expand our fruit rescue program aligned with what we grow at Groundswell's developing food forest.
- 8) Continue the care and development of our Food Forest, located at Groundswell Community Greenhouse and Gardens, as a mechanism to develop educational opportunities surrounding fruit gleanings
- 9) Expand this program to Windermere and area. A partnership with the local Shuswap band is under development to incorporate an orchard into our program. We are exploring options to demonstrate fruit tree pruning, and proper harvesting techniques at this site. We are also discussing potentially running an electric fence workshop at this orchard.

- 10) Support the expansion of the Apple Rescue Program to Radium, Windermere and Fairmont.
- 11) Continue to promote food preservation techniques that increase food security and access for local residents by promoting Groundswell's food preservation tool library.

**IUCN Biodiversity Threats Addressed:**

- Residential and Commercial Development

**Committee Comments:**

- Proven track record for this type of project (e.g. apple rescue).
- Good to see the natural expansion from a trial program.
- Very small funding request.
- Good partnerships.
- Good example of a local project.
- On-the-ground action that other communities in BC do and is important for bear management.
- Good outreach component that involves land managers and students.
- Would like to see more government partnership over time.
- Would like to see more rationale on the current threat to bears (e.g. how many calls to the Conservation Officers get each year, monitor to see if that changes over time, what is the reduction in threat with apple trees).

## 7. Luxor Linkage Resiliency and Forest Restoration Project

**Total: 31.6 Points**

**Funding Requested:** \$15,000

**Recommended:** \$15,000

**Submitted by:** The Nature Conservancy of Canada

**Project Location:** Luxor Linkage Conservation Area

**Project Budget:**

Cash Requested	Other Cash	Total In-kind	Total Budget
\$15,000.00	\$37,764.00	\$2,000.00	\$54,764.00
27%	69%	4%	

**Project Description:** The project goal is to restore 10-20 ha of Rocky Mountain Douglas-fir forest to dry open forest structure within the Luxor Linkage Conservation Area.

**Project Objectives:**

- 1) Based on the Property Management Plan (PMP) for Luxor Linkage Conservation Area (NCC 2016) and Rocky Mountain Trench climate modeling, assess which vegetation management units on the Luxor Linkage conservation property are most vulnerable to the effects of climate change.
- 2) Develop forest stewardship prescriptions that take into account conservation values, climate change, and that limit soil disturbance.
- 3) Implement prescriptions on Luxor Linkage Conservation Area.
- 4) Enhance land management and community partnerships in the RDEK Area G region.

**IUCN Biodiversity Threats Addressed:**

- Natural Systems Modifications (Fire and Fire Suppression)
- Invasive and Problematic Species
- Climate Change

**Committee Comments:**

- Good community involvement.
- Important connectivity corridor for wildlife movement. An important area to restore and important work.
- Proven track record. Great organization.
- Not clear on restoration objective. Comment in proposal to 'ameliorate the adverse impacts of habitat shifting'. Should be consistent with where the provincial direction is heading regarding what state they're restoring to (past or future vegetation conditions).
- Why is this project focused on the eastern most point of the property line? Why not start at highway and move outwards?
- Consistent with ecosystem restoration RXs & treatments, high cost/ha. Costs per hectare are consistent with this type of project.
- Totally dependent on FWCP funds for majority. Little confirmed funding.

## 8. CLSS Water Quality, Quantity, Education and Communication Work

**Total: 31.6 Points**

**Funding Requested:** \$15,792

**Recommended:** \$13,000

**Submitted by:** Columbia Lake Stewardship Society

**Project Location:** Columbia Lake

**Project Budget:**

Cash Requested	Other Cash	Total In-kind	Total Budget
\$15,792.00	\$14,548.00	\$28,750.00	\$59,090.00
27%	24%	49%	

**Project Description:** This project goal is to improve our community's knowledge of water resources and the steps that we can all take to protect them.

**Project Objectives:**

- 1) Monitor Water Quality
  - a. Continue to monitor baseline water quality by periodic measurements of established parameters. We will add iron, manganese, hardness and alkalinity, fecal and total coliform testing 3 times per season. Adding these parameters will allow us to better identify any contaminants that may enter the lake.
  - b. Confirm chloride results from locations that were tested in 2019 and determine if the levels change through time by sampling in May, mid-July and end September
  - c. Monitor water quality on 5 representative streams (see Streams below)
- 2) Monitor Surface Water Quantity
  - a. Measuring the water levels and flows on the inflowing Dutch Creek and Headwaters Creek near Canal Flats and the outflowing Columbia River.
  - b. Measuring the change in volume of water held in storage in the Lake by measuring Lake water levels.
- 3) Evaluate the impact of rainfall and snowmelt
  - a. Measuring rainfall, air temperature and snow depth
  - b. Install and monitor data loggers on the Kootenay River and in the south end of Columbia Lake to estimate the magnitude of the hydraulic head driving water from the Kootenay River into Columbia Lake. These data loggers will provide a current assessment of the hydraulic gradient between the two water bodies, groundwater interaction and will monitor aquifer recharge near Canal Flats. In addition, they may capture potential effects due to weather events, general atmospheric conditions and climate change.
  - c. Attempt to coordinate a program to measure precipitation at higher elevations to gain a better measure of the overall amount of precipitation entering the local watershed.
  - d. Attempt to design a means of estimating evapotranspiration losses.
- 4) Better understand the significance and impact of small streams
  - a. Monitoring five streams (the four listed above and Lansdowne Creek) to establish baselines for water quality. The same parameters collected for water quality on the lake (except turbidity) will be collected. The streams will be sampled 4 times from spring to fall for a total of 20 sampling events.
  - b. Installing data loggers at Marion and Hardie Creeks to monitor water quantity. Data may be extrapolated to calculate volume from other streams.



- c. Continuing to develop our understanding of the distribution and character of the streams as well as how the streams appear to be connected to local wetlands and riparian areas.
- 5) Communication and Education
  - a. Engaging and training community volunteers in water quantity and quality monitoring of both the lake and surrounding streams
  - b. Developing and implementing outreach activities such as classroom programs, lake tours and information booths at community events.
  - c. Preparing, printing and distributing brochures, articles and lakefront plaques that will provide information about the subjects listed above.
  - d. Develop our proficiency in using social media to communicate CLSS's activities as well as the results and significance of our monitoring activities
  - e. Continue to communicate the CLSS's activities through our website and other social media

**Previous CVLCF Funding:**

Year	CVLCF Funding Received
2019	\$13,000
2018	\$11,000
2017	\$11,900
2016	\$2,800
2015	\$12,035
2014	\$3,400
<b>TOTAL</b>	<b>\$54,135</b>

**2019 Accomplishments:**

- 1) Water Quality
  - a. Monitored the water quality of the lake by collecting water samples on the main part of the lake. (4 sampling events over the summer). The parameters collected are typically analyzed for waters used for drinking water, recreational activity and aquatic organisms.
  - b. Maintained and expanded the water quality database
  - c. Monitored water quality on 4 representative streams
  - d. Collected samples at 14 locations in order to understand the distribution of chloride in
  - e. the lake. Preliminary results show changes in chloride concentrations from south to north in the lake.
- 2) Water Quantity
  - a. Continued to monitor the four water level monitoring stations we have been monitoring for the past 5 years (continuous in-situ water level measuring

supplemented by quarterly manual measurements, 3 events measuring stream profiles and volumes on the Kootenay at 4 sites.)

- b. Maintained and expanded the water quantity database.
  - c. Replaced aging loggers and a stabilizer fin.
  - d. Evaluated the impact of rainfall and snowmelt by:
    - i. Measuring rainfall, air temperature and snow depth
    - ii. Estimating the amount of water lost to evaporation from temperature, humidity, wind speed and cloud cover data recorded at the Fairmont Hot Springs Airport.
- 3) Small Streams
- a. Gathered data on the location and relative size of various streams
  - b. Collected water quality samples on four streams (Hardie, Marion, and Dutch Creeks and Canal Flats Springs).
  - c. Discovered that the stream chemistry differs noticeably from stream to stream
- 4) Communication and Education
- a. Engaged and trained community volunteers in water quantity and quality monitoring of both the lake and surrounding streams
  - b. Developed and implemented outreach activities such as classroom programs, lake tours and information booths at community events.
  - c. Prepared, printed and distributed brochures, articles and lakefront plaques that will provide information about the subjects listed above.
  - d. Increased community awareness about the monitoring program as measured by conversations between CLSS members and members of the community (moved AGM to June helped increase opportunities to interact).
  - e. Increased awareness among residents and visitors of the impacts of their activities on our watershed as measured through number and quality of interactions at community events, number of brochures picked up, and testimonials from the individuals we interact with.
  - f. Prepared a short video of CLSS's objectives and activities which was posted to Facebook and is available on our website
- 5) Volunteers
- a. Sustained involvement of core volunteers
  - b. Added new volunteers to our programs and the board

**IUCN Biodiversity Threats Addressed:**

- (Not explicitly stated)
- Invasive and/or other problematic species
- Climate change

**Committee Comments:**

- Feasible project.
- Good communications.
- Program has matured and proposal has improved every year.

- This project provides a lot of high value for the region. Its water quantity work is the most definitive for the entire Columbia River.
- Excellent provision of education benefits.
- It will be very important to Columbia Valley hydrology to get flow measurements from the two small creeks. However, they only say that they will measure water levels, not that they will provide rating curves (that is relate flow to water levels through the season).
- Very good that they will quantify ground water inputs from the Kootenay to the Columbia using data loggers, especially when have a proposal for a bottling plant to take that water - great info to have.
- Would like to see rationale for why they need to measure Mn, Fe, DO and coliform in two small creeks or Cl.
- CLSS is only group that can respond with data on the 3 proposed new docks and the water bottling plant being proposed for Canal Flats.
- TRC recommends a more explicit explanation of how this project is supporting on-the-ground action.

## 9. Strategic Invasive Plant Control of Leafy Spurge (SIPCOLS)

### Total: 28.8 Points

**Funding Requested:** \$11,500

**Recommended:** \$ 6,500

**Submitted by:** East Kootenay Invasive Species Council

**Project Location:** Fairmont to Radium Hot Springs

#### Project Budget:

Cash Requested	Other Cash	Total In-kind	Total Budget
\$11,500.00	\$12,500.00	\$2,000.00	\$26,000.00
44%	48%	8%	

**Project Description:** This project aims to decrease the infestation levels of Leafy Spurge in the Upper Columbia Valley.

#### Project Objectives:

- 1) To control leafy spurge infestations in the Fairmont to Radium Hot Springs area.
- 2) Leafy spurge infestations that are on crown land in close proximity to the Columbia Valley Wetlands (1 kilometer or less) may be treated (if funding permits), to establish a containment line so as to protect the high ecological value of the wetlands.

- 3) Inventory and map all known and new leafy spurge sites to allow for better informed decisions regarding a leafy spurge management plan for the Columbia Valley.

**Previous CVLCF Funding:**

Year	CVLCF Funding Received
2019	\$6,500
2018	\$6,500
2017	\$6,500
2016	\$5,000
2015	\$5,000
2014	\$5,500
2013	\$6,500
2012	\$7,500
2011	\$8,500
<b>TOTAL</b>	<b>\$57,500</b>

**2019 Accomplishments:**

1. Generate list of LS sites in RDEK Electoral Areas F&G using Provincial IAPP Database.
2. Identify private properties with LS and create 1km buffer to prioritize treatments (LS w/in buffer are priority).
3. Develop and present work plan to relevant organizations.
4. Hire experienced licensed herbicide contractor to treat priority sites.
5. Monitor at least 10% of all treatments to ensure efficacy (minimum 80%)
6. and site completion (minimum 90%) is reached.
7. Analyze treatment records.
8. Provide final report outlining the goals, objectives, and measures of
9. success.
10. Present results to project partners.
11. Press release to local papers showcasing project and results.

Deliverables 1 through 5 have been completed, and we are working on deliverables 6 through 9 (target completion date is Jan 31, 2020).

**IUCN Biodiversity Threats Addressed:**

- Invasive and/or other problematic species

**Committee Comments:**

- Important conservation issue. Worthwhile project.
- Project with direct on-the-ground benefits.

- Good to see SIPCOLS engage with the Shuswap Indian Band and their control program.
- Heavy reliance on CVLCF for this project. No clear project end date. There is a risk to not funding this project, though, in order to maintain control of leafy spurge.
- Not clear how to actually evaluate the project benefits. We need treatment but we will never get rid of it.
- Not clear why CVLCF requested budget has doubled.
- TRC recommends better reporting (how much treated, how much controlled). Would like to see effective measures for evaluating progress and success.

## 10. Understanding Groundwater Conservation Needs in the Columbia Valley

### Total: 27.8 Points

**Funding Requested:** \$12,750

**Recommended:** \$0

**Submitted by:** Living Lakes Canada Society

**Project Location:** Across the CVLCF Service Area

#### Project Budget:

Cash Requested	Other Cash	Total In-kind	Total Budget
\$12,750.00	\$27,500.00	\$8,880.00	\$49,130.00
26%	56%	18%	

**Project Description:** The goal of this project is to protect groundwater in the Columbia Valley for the safeguarding of ecological services – including maintaining habitats for fish, waterfowl, and wildlife – and informing direct conservation actions that address the threats of climate change, pressures of development, and land cover modifications.

#### Project Objectives:

- 1) Evaluate and analyze the existing groundwater data in order to help quantify the role of groundwater in addressing threats to biodiversity and maintaining environmental flow needs;
- 2) Identify ecologically important priority monitoring locations in the Columbia Valley that will help inform direct conservation actions through water management tools (such as the requirement for the issuance of groundwater licenses to consider environmental flow needs); and
- 3) Initiate groundwater monitoring in the Valley, so that there is site-specific quantitative data on which to base water management decisions and direct conservation actions.

**IUCN Biodiversity Threats Addressed:**

- Residential and Commercial Development
- Climate Change
- Natural Systems Modifications (forest ingrowth and wildlife impacts land cover and groundwater recharge)

**Committee Comments:**

- Good funding partners.
- The project provides very good education on the importance of groundwater in the Columbia Valley to landowners and government.
- Justification for monitoring groundwater is valid and important.
- Living Lakes Canada does good work.
- Benefit is to Columbia Basin as a whole, not necessarily to Columbia Valley.
- Questionable value for money.
- This project is focused on monitoring with no on-the-ground action/restoration value so the CVLCF is not the most appropriate funding source.

## 11. Kootenay Community Bat Project – 495km away: Aligning Columbia Valley Bat Conservation Actions in Advance of the Impending White Nose Syndrome Crisis

**Total: 27.0 Points**

**Funding Requested:** \$35,571.00

**Recommended:** \$0

**Submitted by:** Rocky Mountain Trench Natural Resources Society

**Project Location:** Across the CVLCF Service Area

**Project Budget:**

Cash Requested	Other Cash	Total In-kind	Total Budget
\$35,571.00	\$5,000.00	\$16,275.00	\$56,846.00
62%	9%	29%	

**Project Description:** The goal of this three-year project is to maintain healthy, long-lasting and diverse bat populations in the Columbia Valley to give Columbia Valley bats the best possible chance for survival and ultimate recovery in the face of White Nose Syndrome, the fungal disease that has killed an estimated 6.7 million bats in North America.

**Project Objectives:**

- 1) Identify and describe maternity roost sites (Years 1-2)
- 2) Identify and survey candidate bridges for night roosting habitat (Years 1-2)
- 3) Determine how many roost sites are used by maternity roosts (Year 1)
- 4) Describe temperature and relative humidity profiles of maternity roosts in artificial habitats (Year 1)
- 5) Train regional Bat Ambassadors (Year 1)
- 6) Establish a regional acoustic monitoring site (Year 1)
- 7) Expand Annual BC Bat count initiative (Years 1-3)
- 8) Support landowners who have bats (Years 1-3)
- 9) Provide best management practices training to land managers as it relates to bats and bat habitat (Year 2 – 2021)
- 10) Create artificial maternity roosting habitat. (Year 2 – 2021)
- 11) Dispense WNS probiotic treatment at high priority maternity and night roost sites (Year 3 – 2022).

**Previous CVLCF Funding:**

Year	CVLCF Funding Received
2019	\$10,000
2018	\$10,000
2017	\$10,000
2016	\$10,000
2015	\$15,807
2014	\$13,788
<b>TOTAL</b>	<b>\$69,595</b>

**IUCN Biodiversity Threats Addressed:**

- Invasive and Problematic Species
- Residential and Commercial Development
- Climate Change

**Committee Comments:**

- Bats are definitely at risk of losses from White-Nose Syndrome so need to accelerate bat conservation.
- KCBP was currently in the 3rd year (of 3) slated to finish in 2020.
- Not sure that this new program justifies a 4x increase in funding.
- This is definitely a good study. However, the likelihood of stopping WNS is minimal.
- CVLCF is 87% of the funding (and 91% of cash). Low cost share.
- Previous data from CVLCF project is not well presented. Not clear how many roosts, how many bats, etc. Last year's comments included: *Future proposals MUST include statistics*

*on number of roost sites inventoried and protected, number of bats present, bat count results, species present, etc.*

- Project is research oriented - not all objectives are on-the-ground. The two that are most on-the-ground are assisting with exclusions and best management practices for land managers.
- What is the outcome from the bat house monitoring project previously?
- What is on-the-ground outcome to bridge surveys?
- It is difficult to tell how much more they are going to do compared to their previous ongoing program.
- One landowner roost to test the with a WNS prophylaxis treatment is not good science, a poor experimental design. There must be a huge ongoing effort in the US to find a WNS prophylaxis treatment.
- Research on mitigating the impact of WNS is still in preliminary stages. If probiotic is applied in summer, how do you measure effectiveness? Don't know where winter hibernacula area.