

# Report to Council



**Date:** May 29, 2017  
**File:** 0482-20  
**To:** City Manager  
**From:** Integrated Transportation, Department Manager  
**Subject:** Regional Collaboration on Sustainable Transportation

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## **Recommendation:**

THAT Council receives, for information, the report of the Integrated Transportation Manager, dated May 29<sup>th</sup>, 2017 with respect to the Sustainable Transportation Partnership of the Central Okanagan (STPCO).

## **Purpose:**

This report provides an update for Council on the activities of the local government partnership on sustainable transportation in preparation for the governance review of the Sustainable Transportation Partnership of the Central Okanagan (STPCO).

## **Background:**

The Sustainable Transportation Partnership of the Central Okanagan (STPCO) has been formally in place since 2013 through the Intermunicipal Transportation Service and Regulation Bylaw No. 10830. The STPCO evolved from the Regional Transportation Committee and the Transportation Demand Management function of the Regional District. The STPCO is an Intermunicipal Service Agreement between the local governments of the Central Okanagan, consisting of the City of Kelowna, District of Lake Country, City of West Kelowna, Westbank First Nation, District of Peachland and the Regional District of the Central Okanagan. The Local Government Advisory (LGA) Board directs the work of the Partnership, and an Executive Committee oversees the partnership.

Strategic regional cooperation takes years to foster, and the SPTCO is an approach to unify the regional transportation voices and interests of partners with different principles, values, and political circumstances with populations that range from 6,000 to 130,000. The STPCO has come a long way since its inception, however, it is time to review the partnership with the understanding that building trust and cooperation is a process that can take years.

## **Regional Transportation**

The purpose of the STPCO is to coordinate the regional delivery of sustainable transportation programs and projects in support of common regional policy, plans and interests (economic, social and environmental).

Sustainable transportation is not a goal that each jurisdiction can achieve in isolation and can only be achieved by local governments making a deliberate and conscious decision to work together to effectively and efficiently plan, coordinate, manage and monitor the region's transportation system.

As much of the travel by local citizens and visitors is regional in nature—in that most trips cross multiple jurisdictions—the intent of the partnership is to collaborate in the regional planning and administration of transportation investments, services, and programs in order to best fulfill the collective goals of sustainable transportation. Through this partnership, resources (e.g. funds, data, models, staff, equipment, etc.) are shared through proportional contributions from each member partner agency.

Overall, the intention of the STPCO is to allow the Central Okanagan as a whole to improve its ability to achieve the collective goals of sustainability central to the policies adopted by each local government.

### **STPCO Principles**

1. Respect local autonomy
2. Strive for regional fairness and equity
3. Adopt a common set of Regional Transportation Values and Policies
4. Maintain trust and positive relations
5. Employ a consensus-based decision model
6. Adopt sustainable funding and planning principles
7. Employ an adaptive and flexible governance structure
8. Single point for regional transportation and senior government interactions
9. Dedicated leadership at all levels
10. Ensure the structure is adequately resourced and maintained
11. Initial governance model should be simple with further changes as appropriate

### **STPCO 2013- 2017 results**

Currently the work of the STPCO is divided in three areas: Regional Programs, Regional Planning and Regional Transit.

**Regional Programs:** these are mainly transportation demand management (TDM) programs, are delivered every year and are formally what is funded by the STPCO partners.

- SmartTRIPS programs
  - SmartTRIPS Website
  - Bike to Work/School Week
  - Bike Rodeos
  - Carpool Month
  - iWalk

- School Travel Planning/Safe Routes to School (1 or 2 schools per year)
- Transit Fare Product Marketing – Explore opportunities for new outlets
- Developed Active Transportation Wayfinding/Signage Standards
- Community Campaigns (e.g. United Way Bus Pull)
- OK College and UBC Okanagan Marketing Projects with both schools

### **Regional Planning:**

Approximate amount of grants attracted to the region in planning and studies: \$750,000

- Update of regional transportation planning model
  - Partnered with MoTI's consultant to leverage resources
- Delivered the Regional Strategic Transportation Plan Phase 1 - Values and Principles
- Funding Application
  - Successfully obtained a Federal Gas Tax grant from UBCM's Strategic Priorities Fund through the Regional District for the Regional Strategic Transportation Plan
- Regional land use database
  - Coordinated regional land use modeling with all partners for transportation model and developed 2040 land use projections
  - Developed a regional fine-scale land use database with estimates of population, employment at a parcel level
- Regional Household Travel Survey
  - Obtained a Regionally Significant Gas Tax Grant and partnered with the City of Vernon
  - Delivered the 2013 Household Travel Survey
- Facilitated the Okanagan Valley Trail Route
- Drafted the Westside Regional Trail Plan
- Developed the regional transportation databank
  - Including various data sets, e.g.:
    - Household Travel Survey
    - Transit and Traffic counts
    - Travel survey for IHA staff relocating to Downtown Kelowna
    - Regional land use and projections
- Capstone/research projects in partnership with UBCO

### **Regional Transit:**

- Fare review and implementation of new fare structure
  - Increase in revenues for local partners to offset inflation increases and share of regional transit.
- New bus advertising contract
  - Increased revenues for local partners approximately \$60K/year in new funding
  - New guaranteed minimum of \$200K/year
- Completion of RapidBus project infrastructure
  - Queensway and South Pandosy exchanges.
  - Working with UBC Okanagan and BC Transit on UBC-O Exchange, to be completed in 2017.
- HandyDART Advisory Committee
- Updated regional GIS bus stop management system
- UBC U-Pass referendum for fare increase
- Transit planning analytics system

- Developing a transit planning framework
- Combines market potential and ridership for transit prioritization
- First ever comprehensive Transit customer satisfaction surveys (2014 and 2016)

### Cost apportionment

The budget allocated to the former Transportation Demand Management function of the Regional District was transferred to the STPCO and each of the partners contribute in accordance with shares based on converted assessment.

### STPCO review process:

The partnership has evolved and it is time to undertake a review of the STPCO's mandate, governance, impact and fit in delivering on its intended mandate. In the framework of the Regional Strategic Transportation Plan, staff with the help from a consultant is reviewing the current STPCO model. The review will consist of four blocks: context setting, model assessment, wayfinding with stakeholders and final recommendation.



The three main objectives of the review are:

- Review of the STPCO's mandate, governance, impact and fit in delivering on its intended mandate
- Review of its operation
- Change as needed

At a technical level, STPCO has delivered and has added value attracting funding for planning and leveraging resources. However, the strategic value of this partnership is to have 'one voice' of solidarity providing a more significant and efficient means of communicating and working with senior-level governments, which has not always been the case.

The STPCO will need to evolve to be more agile and responsive to the common needs of the partners and provide an avenue for continued dialogue as it relates to the challenge of sustainable transportation.

### Internal Circulation:

Community Engagement Manager  
Communications Advisor

Divisional Director, Infrastructure  
Special Project Manager, Infrastructure  
Transportation Planner, Integrated Transportation

**Considerations not applicable to this report:**

Legal/Statutory Authority  
Legal/Statutory Procedural Requirements  
Existing Policy  
Financial/Budgetary Considerations  
Personnel Implications  
External Agency/Public Comments  
Communications Comments  
Alternate Recommendation

Submitted by:

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**Approved for inclusion:**



A. Newcombe, Infrastructure Divisional Director

Attachment: Presentation titled 'Sustainable Transportation partnership of the Central Okanagan'

cc: Community Engagement Manager  
Communications Advisor  
Divisional Director, Infrastructure  
Special Project Manager, Infrastructure  
Transportation Planner, Integrated Transportation