

Sustainable Transportation Partnership of the Central Okanagan Local Government Advisory Board Meeting AGENDA



Wednesday, July 17, 2019

12:00 PM to 3:30 PM




Kilowna Boardroom, Kelowna City Hall 3rd Floor

Meeting Agenda

1. Call to Order

- a. Adoption of Agenda
- b. Introductions
- c. Confirmation of Meeting Minutes – June 13th, 2018 and January 16, 2019 
- d. Accept of information 2018 end of year end Report 
(included in the January 2019 Agenda, Pg. 8)
https://www.smarttrips.ca/sites/files/6/docs/related/local_government_advisory_board_agenda_2019-01-18.pdf

2. STPCO

- a. Work Plan 
 - (i) 2019 Work Plan Status
 - (ii) Transit update
 - (iii) Council updates (Fall 2019)
- b. Ride hailing update
- c. STPCO Governance 
 - (i) Historical Background
 - (ii) Link to Regional Transportation Plan
 - (iii) Homework: Governance discussion for January 2020 LGA Board meeting
- d. Regional Transportation Plan 
 - (i) Engagement Update
 - (ii) Options and Prioritization Update

3. Delegation Ministry of Transportation and Infrastructure

- a. Verbal update on Ministry projects (Mr. Steve Sirett, District Manager Okanagan-Shuswap District)

4. Other businesses

Next Meeting

Location: City of West Kelowna

January 12th, 2020 (1:30-3:30pm)

Next meetings:

RDCO (June 2020) – WFN (December 2020) – District of Peachland – District of Lake Country

 - referenced document attached.

MEETING MINUTES

Sustainable Transportation Partnership of the Central Okanagan (STPCO) Local Government Advisory Board

Friday, January 18th, 2019
9:00am to 12:00pm
District of Peachland Council Chambers

Board Members In Attendance:

Mayor Cindy Fortin, District of Peachland (Meeting Chair)
Chair Gail Given, Regional District of Central Okanagan
Mayor Gord Milsom, District of West Kelowna

STPCO Executive Committee Members In Attendance:

Brian Reardon, RDCO
Elsie Lemke, District of Peachland
Tracy Batten, City of West Kelowna
Joe Mocilac, Westbank First Nation
Matt Vader, District of Lake Country

Staff in Attendance:

Jerry Dombowsky, STPCO
Rafael Villarreal, STPCO
Mariah Van Zerr, STPCO
Matthew Worona, STPCO
Alix Matthews-Mahe, STPCO
Steve Sirett, Ministry of Transportation and Infrastructure

Regrets

Chief Roxanne Lindley, Westbank First Nation
Mayor James Baker, District of Lake Country
Mayor Colin Basran

Agenda Item	Notes	Actions
1.	Call to Order Chair Fortin called the meeting to order at 9:15am a. Introductions: Roundtable introductions made. b. Adoption of Agenda. c. Moved by Mayor Milsom and seconded by RDCO Chair Given that the agenda be adopted. Passed. d. Confirmation of Meeting Minutes – June 13th, 2018: Moved by RDCO Chair Given and seconded by Mayor Fortin that the minutes of the June 13 th 2018 meeting be adopted. Passed.	There was no quorum at the meeting, Items will be voted at the July meeting.
2.	STPCO • Year end report and 3-year work plan review	

	<p>Staff presented a summary of completed activities and status report on ongoing initiatives in the three topic areas for the 3 year work plan:</p> <ul style="list-style-type: none"> • Transit and Program Delivery • Regional Transportation Planning <ul style="list-style-type: none"> ○ Staff provided a status update on the Regional Transportation Plan. The project team is currently refining the existing and future conditions data review and beginning to develop draft options for consideration, which will be presented in the spring. ○ Staff provided a demonstration of the congestion index portal – a new tool developed to inform the Regional Transportation Plan. Using a new crowd-sourced approach to collecting data along roadways, travel time data was collected for each roadway segment every 15 minutes continuously for one year between July 2017 and June 2018. More than 24 million records were collected, allowing traffic to be measured at detailed spatial and temporal levels, previously unavailable. The data are displayed in a portal that allow staff to display traffic congestion in the Central Okanagan during different times of the day, week, and year. • Strategic partnerships with Senior Governments • Call for written submissions – Select Standing Committee on Crown Corporations: transportation network services (ride hailing services) <ul style="list-style-type: none"> ○ STPCO's submission to the province contained LGA board's response to the questions posed by the Select Standing Committee on Crown Corporations in their second investigation on ride hailing services. These elements included our preferred direction on boundaries, limiting drivers, controlling price and driver's license class. Every member of the LGA board signed off on this letter in the weeks following the meeting. • STPCO Update to Councils <ul style="list-style-type: none"> ○ Staff indicated that will be providing an update to councils in the Spring 2019 	
3.	<p>Delegation Ministry of Transportation and Infrastructure</p> <p>MOTI delivered an update on the Central Okanagan Planning Study as well as other projects in Peachland and Lake Country that are now being addressed for further study.</p>	
	<p>Next Meeting</p> <p>The Board meeting adjourned at 11:30 am.</p> <p>The next meeting is TBD, at City of Kelowna.</p>	



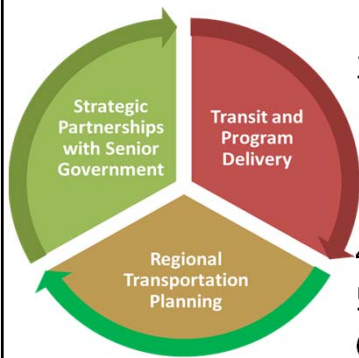
Outline

1. STPCO Work Plan reporting
 - a. Year end report and 3 year work plan
 - i. 2018 year-end report
 - ii. 2019 Work Plan
 - iii. Work Plan status
 - b. Transit updates
 - c. Upcoming STPCO updates to Councils



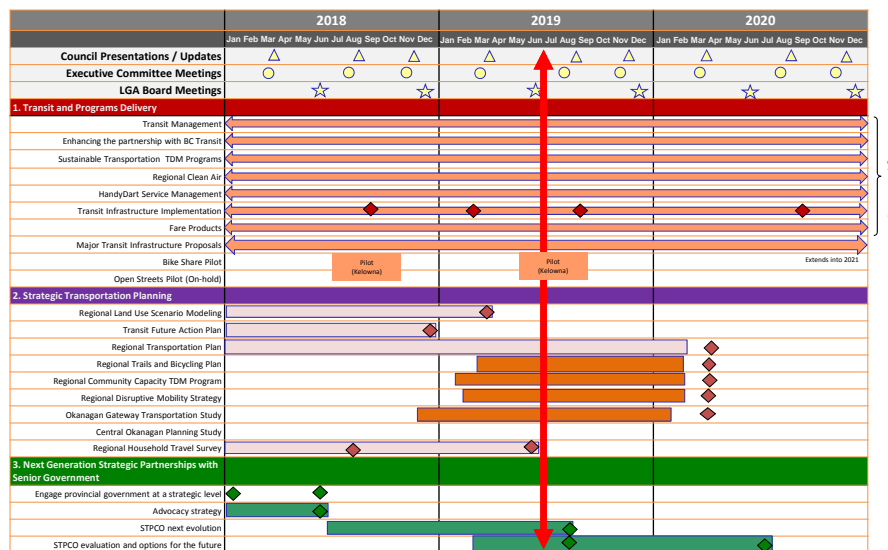
2018 End of year report

2019 Work Plan (Selected items)



1. Operating ongoing functions
2. Newsletters and Communications coordination
3. Regional Transportation Plan
 - i. Overall plan
 - ii. Trails and bicycling
 - iii. Disruptive mobility
4. Bikeshare evolution
5. Household Travel Survey
6. Okanagan Gateway
7. STPCO evolution

STPCO Work Plan Reporting and Schedule 2018-2020



Transit update (1/2)

- Investing in Canada Infrastructure Program (ICIP) funding applications are being prepared for key transit infrastructure
- Top priority for the region is a new Transit Operations and Maintenance Facility
- A jointly funded (City/BC Transit) study is underway to define the project and prepare for funding submission



Transit update (2/2)

- Other projects include:
 - Mid-town (Orchard Park) Transit Exchange
 - Airport Transit Exchange
 - Mission Rec Exchange and Park and Ride
 - Rutland Transit Exchange Park and Ride
 - Other regional projects to be addressed in next funding stream



SPTCO Updates to Councils

Presentations to Councils and Regional Board in:

- *September (Regional Transportation Plan)*
- *November (STPCO reporting)*



QUESTIONS?

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Outline

1. What is Governance?
2. Better understanding of the STPCO (Context)
3. Current Conditions
4. Purpose and STPCO 2.0
 - Homework



What Is Good Board Governance?

“Shared vision and goals, and clarity of decision making authority”

- **Coordination** – Mandate is broad enough to facilitate the required work, and allows costs and benefits to be shared fairly.
- **Efficiency** – Structure permits strategic direction and priorities to be set, and services to be delivered cost effectively.
- **Accountability** – Decision makers can be held responsible for decisions, and the decision making process is understandable and transparent.
- **Responsiveness** – Community needs and preferences are given due consideration.
- **Sufficient Sustainable Revenue** – Fiscal framework is sufficient to enable delivery of mandate.



From Governance of Regional Transit Systems, Anne Golden, 2014

Why Regional Governance? Overall

Planning
Funding for Infrastructure
Funding for Operation
Stability & predictability
Yield and adequacy
Equity
Appropriateness for efficiency
Legislative feasibility
Technical feasibility
Transparency
Implementation requirements

What decisions get made?

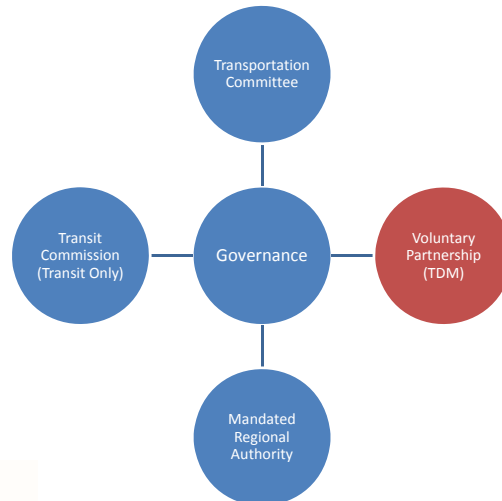
Transit: service, fleet, infrastructure
Roads
Active transportation
Operation

How decisions and priorities
get made?

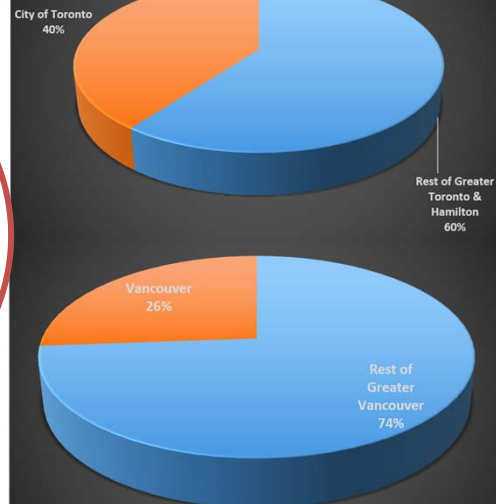
CONTEXTUAL – each region is different!



Governance models



CONTEXTUAL – each region is different!



STPCO evolution

- Evolved from the Regional TDM function
- Started because of transit. Transit is not a formal function of the STPCO

► **2012 BC Transit Independent Review Joint Submission:**

► **Accountability and Ownership**

- local constituents holding local elected officials accountable for transit service quality, the ownership of transit should reside mainly with the local governments
- The coordination of transit service planning with the opening of new centres and facilities has been off at times due to delays in response by BC Transit.
- BC Transit has limited experience in managing large, complex transit infrastructure projects, such as new Rapidbus services and maintenance facilities, and is relying heavily on private contractor support.

► **Information and Data Limitations**



Joint Submission to the BC Transit Independent Review Panel

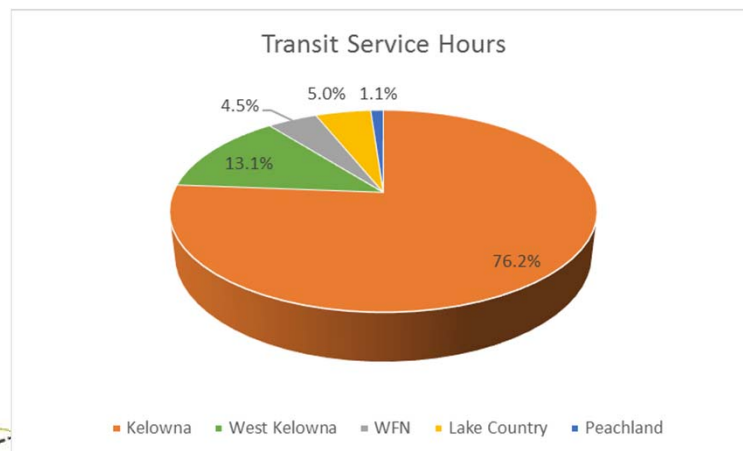
Joint Submission to the BC Transit Independent Review Panel

Central Okanagan Communities

June 15, 2012



Central Okanagan Transit service hours



What was the problem back in 2012?

- Regional governance and coordination
- Unified 'voice'
- Prevent a transit commission
 - more loss of local control



2012 STPCO was born

CITY OF KELOWNA BYLAW NO. 10830 INTERMUNICIPAL TRANSPORTATION SERVICE AND REGULATION

A Bylaw to Establish an Intermunicipal Transportation Service Scheme

WHEREAS the Participants, for the benefit of the inhabitants of the Okanagan, have agreed to establish an inter-municipal scheme in relation to transportation, for which they have authority under the Community Charter or the Local Government Act;

AND WHEREAS the Community Charter provides that two or more municipalities may, by bylaw adopted by the council of each participating municipality, establish an inter-municipal scheme in relation to one or more matters for which they have authority under the Community Charter or the Local Government Act;

AND WHEREAS the Participants welcome other municipalities having a community of interest to join the inter-municipal scheme;

AND WHEREAS the nature of some municipal services is such that the interests of the inhabitants of the region are best served without reference to municipal boundaries;

HOW THEREFORE the Council of the City of Kelowna enacts as follows:

Citation

1. This bylaw may be cited as Sustainable Transportation Partnership Intermunicipal Service and Regulation Bylaw No. 10830.

Definitions and Interpretation

2. In this bylaw:

"Participants" means the City of Kelowna, District of West Kelowna, District of Peachland, District of Lake Country, Regional District of Central Okanagan and Westbank First Nation;

"STP" means the Sustainable Transportation Partnership Service established under section 3.

Sustainable Transportation Partnership Intermunicipal Service Agreement Between the Local Governments of the Central Okanagan

Sustainable Transportation Partnership Intermunicipal Service Agreement Between the Local Governments of the Central Okanagan

THIS AGREEMENT dated for reference the _____ day of _____ 2012

AND WHEREAS the DISTRICT OF LAKE COUNTRY, a municipal corporation incorporated under the Local Government Act, 1990 between Wood Lake Road, Lake Country, BC V1V 2A1;

(Lake Country)

AND WHEREAS the CITY OF KELOWNA, a municipal corporation incorporated under the Local Government Act, 1990 between Wood Lake Road, Kelowna BC V1Y 2A1;

(Kelowna)

AND WHEREAS the DISTRICT OF WEST KELOWNA, a municipal corporation incorporated under the Local Government Act, 1990 between Wood Lake Road, West Kelowna BC V1X 2S2;

(West Kelowna)

AND WHEREAS the WESTBANK FIRST NATION, a self-governing First Nation as described in the Westbank First Nation Self-Government Act and Self-Government Agreement, 2001 between 57 South, Kelowna BC V1Y 2S2;

(Westbank)

AND WHEREAS the DISTRICT OF PEACHLAND, a municipal corporation incorporated under the Local Government Act, 1990 between Wood Lake Road, Peachland BC V0E 1Y1;

(Peachland)

AND WHEREAS the REGIONAL DISTRICT OF CENTRAL OKANAGAN, a regional corporation incorporated under the Local Government Act, 1990 between Wood Lake Road, Kelowna BC V1Y 2S2;

(Central Okanagan)

IN WITNESS WHEREOF the parties have executed this Agreement as of the date first above written.

DISTRICT OF LAKE COUNTRY
By its authorized representative

Print Name: JAMES BAKER
Print Name: Mayor

DISTRICT OF WEST KELOWNA
By its authorized representative

Print Name: JOHN LORRICK
Print Name: Councillor

CITY OF KELOWNA
By its authorized representative

Print Name: [Signature]
Print Name: Mayor

WESTBANK FIRST NATION
By its authorized representative

Print Name: [Signature]
Print Name: Chief

DISTRICT OF PEACHLAND
By its authorized representative

Print Name: [Signature]
Print Name: Mayor

REGIONAL DISTRICT OF CENTRAL OKANAGAN
By its authorized representative

Print Name: [Signature]
Print Name: Mayor



STPCO 1.0

Interjurisdictional service agreement

"Local Government Service Agreement, under the auspices of the Local Government Act, which authorizes the formation of the STPCO Board to govern the partnership's activities."

"STPCO was formally established in 2012. At that time, the partnership agreement contemplated the joint funding and delivery of services related to transportation demand management, regional transportation planning and regional transportation surveys and studies."



STPCO 1.0 Functions

- Regional Planning (Grant funded)
- Forum for political discussion
- **TDM Programs (formal funding)**
 - Transferred from pre-2012 Regional TDM Services that included programs such as: Bike to Work/School Week, Commuter Challenge, Car Free Day, i-walk, etc.



Governance review (2017)

- Advocacy
- More regular presentations to Councils
- Retool communications
- Work Plan
 - Transit and Program Delivery
 - Regional Transportation Planning
 - Strategic Partnerships with Senior Government

Sustainable
Transportation
Partnership of the
Central Okanagan

REVIEW

Draft

October 2017
URBAN
systems



Highlights (post 2017)

- Regional Planning (funding and delivery)
- Advancing TDM and modernizing delivery
- Retooling communications
- Learning to work as a region
- Unified voice (?)
 - Some aspects:
 - Ride hailing
 - Transit
 - Regional Plan (?)
 - Very different perspectives



2018-2020 STPCO

- Next notice to withdraw the STPCO
 - October 2020
- 2021-2024 (STPCO 2.0)
 - With Regional plan purpose might change



What's the purpose of STPCO 2.0

Example:

Keep doing what we are doing?

Deliver on the Regional Plan?

Prepare to transition to another model?



Homework!

Governance Workshop in November 2019



STPCO 2.0 – Homework and Discussion for January 2020

- **Membership** – Do you have the right participants?
- **Mandate** – What do you do? Is the current mandate relevant? How do you add value? With the development of the Regional Transportation Plan should the STPCO mandate become broader to cover more or all aspects of a regional transportation plan?
- **Governance** as organized into three levels:
 - **Policy** – The STPCO Board's role in providing guidance on policy direction and strategic priorities. Are the strategic priorities understood, appropriate, clear and actionable? Is the Board in general agreement with the strategic priorities?
 - **Management** – The CAO Committee's role in developing and managing transportation plans and programs, and the STPCO Administration's role in supporting and organizing the Board's agenda, and implementing direction from the CAO Committee and coordinating the work of agency staff. Question: Agency CAO's have multiple responsibilities and finite time, should / could the CAO role be delegated to a senior staff person within each organization who could devote more time to the role?
 - **Implementation** – STPCO and member agency staff responsibility in the execution of projects and delivery of services.



Questions to think about for January 2020 workshop

Questions

- What is the plan or mandate? Has it changed? Should it change?
- How do initiatives get on the Board agenda?
- What decisions need to be made? Policy decisions, project and program decisions, budget decisions?
- Who makes the decisions?
- How are decisions made?
- How are funds organized and allocated?
- Is the allocation of responsibility and authority balanced?
- Do members value the relationship and process?
- How can you build on current success?
- What should STPCO avoid?
- Does STPCO have a strong relationship and the required support from local government agencies?
- Should STPCO have a stronger relationship with BC MOTI and BC Transit?
- Is STPCO responsive to public demand, needs, and perceptions?
- Is STPCO transparent and equitable in the allocation of resources?



QUESTIONS?

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Regional Transportation Plan - Schedule



Let's Talk Transportation

- The Conversation: April 24, 2019 at UBCO
- The Questionnaire: In-depth online questionnaire



- 96% of respondents said the information was clear and understandable
- 74% said they understood how public input will be used in the process
- 92% said that participating was a valuable experience
- 80% said they learned something new

Participation

- People from communities across the Central Okanagan region participated in the Let's Talk Transportation conversation held at UBCO and responded to the online questionnaire.
- The geographic distribution of questionnaire respondents mirrored the distribution of population by region.



What we learned: At-a-glance

People want to see:

- More transit and active transportation (biking and walking) options
- Increased efficiency in the existing road network (this includes optimizing bridge capacity)
- An increase in transit frequency and hours of service
- An active transportation network separated from vehicle traffic
- Safe walking and biking routes to school
- Ride hailing (e.g. Uber) and carshare (e.g. Modo)
- New housing near transit and employment centres
- Medical and other services located closer to home

"Park and ride option at bridge ends is a great idea! It allows folks to park and bike too!"

"Accessibility means more than wheelchair friendly. I can't walk very far and I can't stand very long so if a bus doesn't get close to where I need to go, I can't use it."

What we learned: At-a-glance

People want to see:

- Policies that encourage working from home or shifting hours of work (to reduce vehicles on the road)
- Affordable and accessible transportation choices for people of all income and with diverse abilities
- Consideration of the climate impacts of transportation choices

The results indicated lower support for:

- Pricing strategies such as congestion pricing

"Glenmore's Connection to Highway 97 in Lake Country desperately needs an upgrade."

"The traffic lights, and timing of them, need to be looked at. I am finding the lights are impeding traffic flow."



What we learned ...

RESULTS KEY: ■ Very supportive ■ Somewhat supportive ■ Not sure ■ Not supportive



Transit: improve regional travel by transit

93% support* more frequent transit service

91% support integrated fare payment and increasing hours of service

90% support integrated trip planning (one app for multiple modes)

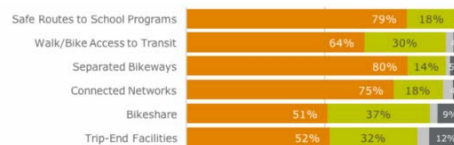


Active transportation: improve regional travel by foot or bike

97% support safe routes to school programs

94% support walk/bike access to transit

94% support separated bikeways



What we learned ...

RESULTS KEY: ■ Very supportive ■ Somewhat supportive ■ Not sure ■ Not supportive

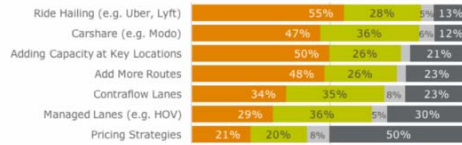


Vehicles: make vehicle travel more efficient

83% support ride hailing

83% support car share

76% support adding capacity at key locations



Land use: improve regional travel through land use planning

94% support regional development assessments

93% support transit-oriented development (higher density around transit nodes)

92% support focused growth near existing employment



What we learned ...

RESULTS KEY: ■ Very supportive ■ Somewhat supportive ■ Not sure ■ Not supportive

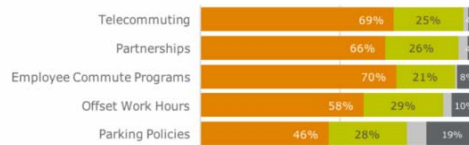


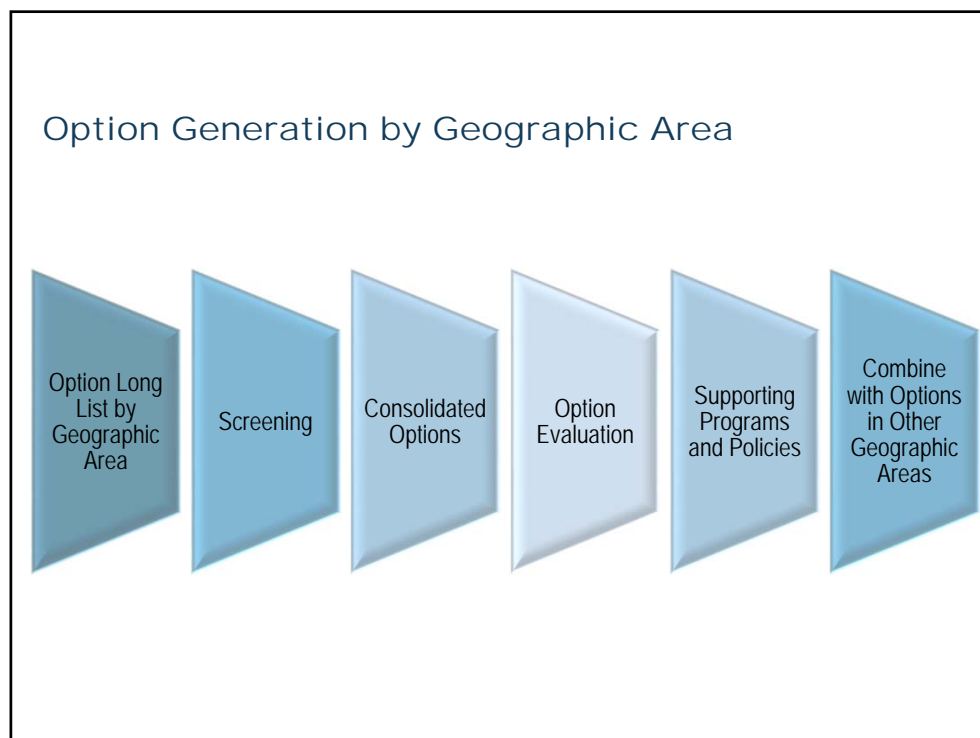
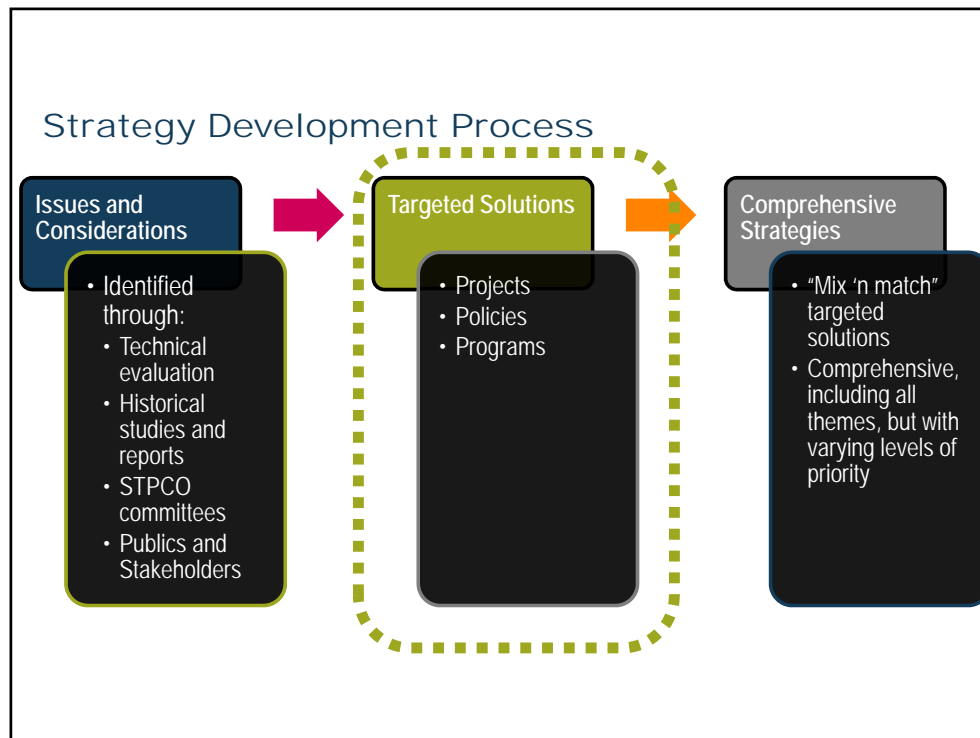
Demand management: reduce the need to travel

94% support telecommuting

92% support employee commute programs

87% support offset work hours





Screening

- Will improvements address a problem?
- Can improvements be consistent with RTP goals?
- Are improvements regionally significant?
- Are improvements likely to be competitive with other options?

Specific improvements that are not filtered out from RTP consideration are then combined to create meaningful options, and evaluated as **competitive** and/or **complementary** options

Supporting Policies and Programs

- Land use policy / transit oriented development
- Mobility hubs and modal integration
- Cost incentives
- “Last Mile” connections to regional transit
- Shared mobility

Next Steps

- Publish Existing and Future Conditions
- Regional Congestion Index Report
- Option Screening and Evaluation
- Preliminary Recommendations
- Implementation Plan and Governance Discussions
- Draft Plan

