



# Regional Board Report

## Request for Decision

**To:** Regional Board  
**From:** Director Development and Engineering Services  
**Date:** October 24, 2024  
**Subject:** Regional Transportation Service – 2024 Update

**Voting Entitlement:** *All Directors - Unweighted Corporate Vote - Simple Majority (LGA s.208)*

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**Purpose:** To consider the drafted Regional Transportation Service concept arising from the 2023-2026 RDCO Strategy Priorities and receive direction to advance the proposed regional transportation service concept through drafting a transportation service establishment bylaw.

### Executive Summary:

Transportation is vital to connecting people and places across the region to support the Central Okanagan's growing population, economy and quality of life. Regional transportation planning and programming was previously coordinated by the Sustainable Transportation Partnership of the Central Okanagan (STPCO). STPCO dissolved in 2020 with the goal to transfer the STPCO's functions to the RDCO through the establishment of a regional transportation function or "service" at the RDCO.

The 2023-2026 RDCO Board Strategic Priorities state that the Regional District will act to '*Define and explore a Regional Transportation Service*' and '*Collaborate with partner municipalities and MOTI to advance regionally significant capital projects.*' A staff-initiated technical committee composed of subject matter experts from member municipalities, Westbank First Nation, MOTI, and BC Transit, have explored, defined, and endorsed a draft service concept inclusive of all community partner feedback for consideration by the Regional Board.

The proposed service concept aligns with the direction of the Regional Transportation Plan (RTP), which was reviewed and endorsed by the City of West Kelowna, District of Lake Country, District of Peachland, City of Kelowna, Westbank First Nation, and the Regional District of Central Okanagan in 2020. This regional service concept ensures Regional Transportation, as an intra-regional system, is thoughtfully and carefully integrated into regional growth and land use planning.

The drafted service concept encapsulate the same functions performed by the STPCO before it dissolved in 2020 and are proposed as follows:

- Review, advise, and report to the Regional Board on matters related to Regional Transportation Planning through a multi-jurisdictional technical advisory committee;
- Administer the Regional Transportation Technical Advisory Committee;
- Develop, monitor and report on Regional Transportation strategies, plans, initiatives, and actions;
- Operationalize the Regional Transportation Plan and successive documents in collaboration with service participants;
- Seek grants and other funds to undertake Regional Transportation Service works;
- Undertake Regional Transportation education and public participation programming.

Should the Board resolve to proceed with the drafted service concept, next steps would be to further coordinate with the Ministry of Municipal Affairs (MUNI) to commence work towards a service establishment. Pending MUNI support, staff would prepare relevant bylaws and report back to the Board.

**Recommendation(s):**

**THAT** the Regional Board approve the proposed Regional Transportation Service concept as outlined within the report from the Director of Development and Engineering Services on October 24, 2024;

**AND THAT** the Regional Board direct staff to report back to the Board the financial plan impacts and drafted bylaw(s) for consideration.

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Respectfully submitted by: Travis Kendel, Associated Director of Development and Engineering Services

Report Approved by: Danielle Noble-Brandt, Director of Development and Engineering Services

Approved for Agenda: Sally Ginter, Chief Administrative Officer

**Strategic Plan Alignment:**

- |   |  |
|---|--|
| <input type="checkbox"/> Emergency preparedness             | <input type="checkbox"/> Truth and reconciliation                              |
| <input type="checkbox"/> Health and wellness                | <input type="checkbox"/> Environment and climate – Regional priority only      |
| <input checked="" type="checkbox"/> Regional transportation | <input type="checkbox"/> Growth and development – Electoral Area priority only |

**Background:**

Transportation is vital to connecting people and places across the region and supporting the Central Okanagan's growing population, economy and quality of life. Regional transportation planning and programming was previously coordinated by the Sustainable Transportation Partnership of the Central Okanagan (STPCO). However, the STPCO dissolved in 2020 and there is currently no formal regional governance structure responsible for regional transportation issues and coordination in the Central Okanagan. The intent, as outlined in the Regional Transportation Plan (RTP), was to transfer the STPCO's functions to the RDCO through the establishment of a regional transportation function or "service" at the RDCO.

The 2023-2026 RDCO Strategic Priorities state that the that Regional District will act to '*Define and explore a Regional Transportation Service*' and '*Collaborate with partner municipalities and MOTI to advance regionally significant capital projects.*' Through a staff-initiated technical committee, subject matter experts from member municipalities, Westbank First Nation, MOTI, and BC Transit have explored, defined, and endorsed a draft service concept inclusive of all community partner feedback for consideration by the Regional Board.

The drafted service concept aligns with the direction through the RTP, which was reviewed and endorsed by the City of West Kelowna, District of Lake Country, District of Peachland, City of Kelowna, Westbank First Nation, and the Regional District of Central Okanagan in 2020.

The RTP states:

*“Through the RTP development process, the STPCO partners have had several discussions regarding the next steps for the STPCO, how best to implement the RTP, the principles of good governance and the importance of an organization’s mandate, membership, and structure. The partners have agreed that a new, more effective, and simpler governance structure would be beneficial to oversee implementation of the RTP.”*

*“The current preference among the partners is to dissolve the STPCO and align with and transfer the current functions to the RDCO. A number of challenges with this approach must be resolved over the next two years as the regional service is formalized. These include questions related to staff capacity, mandate, scope, membership, voting structure and cost sharing. However, as a starting point, the STPCO LGA Board has recommended that the STPCO be dissolved and directed staff to transfer some of the regional functions formerly carried out under the STPCO to the RDCO effective January 1st, 2021.”*

*“To implement the RTP and monitor progress, the STPCO LGA Board has recommended the creation of a regional technical committee administered by the RDCO and initially facilitated by City of Kelowna staff, while a formal regional service is created. Additionally, the Board recommended that the RDCO administration place regional transportation on the agenda at two Regional Board meetings each year to promote discussion and cooperation on regional transportation issues.”*

### **Defined Regional Transportation Service:**

The drafted service concept, as proposed would:

- Review, advise, and report to the Regional Board on matters related to Regional Transportation Planning through a multi-jurisdictional technical advisory committee.
- Administer the Regional Transportation Technical Advisory Committee.
- Develop, monitor and report on Regional Transportation strategies, plans, initiatives, and actions.
- Operationalize the Regional Transportation Plan and successive documents in collaboration with service participants.
- Seek grants and other funds to undertake Regional Transportation Service works.
- Undertake Regional Transportation education and public participation programming.

This concept ensures Regional Transportation, as an intra-regional system, is thoughtfully and carefully integrated into regional growth planning.

Benefits of participation within a Regional Transportation Service extend beyond urban boundaries, and into rural areas. The service would promote efficient and coordinated transportation planning, ensuring that resources are utilized effectively across the region. This collaboration can lead to benefits for all residents, such as reduced traffic congestion, improved safety, and minimized environmental impact. Additionally, participation fosters economic growth by enhancing connectivity between communities, making it easier for residents to access jobs, education, and healthcare. Overall, a regional approach to transportation planning helps create a more sustainable and inclusive transportation network that meets the diverse needs of all residents.

A matrix that outlines key agency roles and responsibilities as they relate to regional transportation is provided in Attachment 2. The intent of the matrix is to clarify the interaction between the new proposed Regional Transportation Service at the RDCO and the existing services provided by MOTI, BC Transit, and other Central Okanagan governments (that would remain unchanged). The matrix was developed

and endorsed by subject matter experts from member municipalities, Westbank First Nation, MOTI, and BC Transit.

The RDCO's roles and responsibilities shown in Attachment 2 summarize the proposed drafted service concept functions that the RDCO would provide if the Regional Transportation Service is established. These are essentially the same functions performed by the STPCO before it dissolved in 2020. The City of Kelowna has been providing some of these services on an interim basis since the STPCO dissolved. If the Regional Transportation Service is established, the RDCO could contract to the City of Kelowna to continue delivering these services, if desired, or provide them directly, as appropriate. On balance, the new proposed regional transportation service would provide enhanced regional coordination and collaboration to ensure a strong regional transportation network that connects our region and complements both regional and local government-led initiatives.

**Next Steps:**

- Seek guidance from the Ministry of Municipal Affairs to establish a Regional Transportation Service, and report back to the Board with associated findings, financial plan impacts, and drafted bylaws for consideration.

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**Considerations:****Organizational/External:**

The Regional Transportation Service, as proposed, will require dedicated RDCO resources to meet Service mandates. Should the Board support this service concept, a report including resourcing requirements will be prepared to accompany future service establishment consideration by the Board.

**Financial:**

The Regional Transportation Service, as proposed, is expected to be of similar cost magnitude as previously undertaken by the STPCO. Considering staffing and program delivery components, the annual budget is estimated at approximately \$400,000 per year. Financial contributions from Electoral Area's East and West are estimated to remain substantially unchanged, excluding inflationary adjustments.

**Legal/Statutory Authority:**

The Regional District has the authority to establish a new Regional Transportation Service or amend the scope of the existing Transportation Demand Management Service. Further consultation with the Ministry of Municipal Affairs will provide procedural confirmation prior to bylaw development.

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**Attachment(s):**

1. Regional Transportation Service Matrix
2. PowerPoint Presentation