



Off-site Levy Bylaw Review – Transportation Working Group Stakeholder Consultation Meeting Notes

Date/Time: August 3, 2023 / 1:00 – 2:30 p.m.

Location: MS Teams – video conferencing

Attendees:

| Internal | External |
|----------------|-----------------|
| Brian Arthur | Joel Armitage |
| Marcus Berzins | Bob Faktor |
| Jennifer Black | Shameer Gaidhar |
| Maggie Choi | Brian Hahn |
| Quinn Eastlick | Guy Huntingford |
| Ben Gilchrist | Mohamad Mohamad |
| Nazrul Islam | Sina R |
| Feisal Lakha | Jackie Stewart |
| Laura Urbain* | |
| Regrets | |
| | Brett Friesen |
| | Joel Armitage |

*Note taker

Agenda

- Welcome & agenda overview** (Brian Arthur)
- Transit buses continued** (Brian Arthur)
- Traffic signals continued** (Brian Arthur)
- Always Available for All Ages and Abilities (5A) Network** (Brian Arthur)
- Discussion & next steps** (Brian Arthur)

Feedback collected:

General Feedback/Comments

- Significant issue for us, take back to the GM, we want to hear that from a GM because it’s not a reasonable statement to say any bus can go anywhere. That is incongruent with your previous statement.
- You also talked about ridership, would you or Jenn be able to send us the ridership stats? What drives ridership for specific routes? What then drives the demand for new buses? With no regard for ridership? The only way I can take that answer is it’s the level of population and not ridership.



- Why the big assumption: change of 1 bus/3333 people to 1 bus for 1763 people - understand it's based on current established utilization but huge increase. Just wondering cause it's a big change in the assumption.
- Not sure I fully understand, repeating what you said, don't worry about the 10.4 it's not being used as a key assumption to drive the levy rate – we will use a more accurate level in the levy rate.
- We get hung up on the rationale when showing the levy rate, why was this choice made?
- I question that because I understand your intent for an apples-to-apples comparison, but its more apples to estimates. We compare year to year, that's not what we are dealing with this year, we are dealing with a new methodology, I personally think the proposed 2024 rate is much better for comparison rates. It's all messaging, Brian answered before my point, it's more of a comparative summary, my concern is poaching a super high inflationary number and saying that's what will drive the rates. It is a significant change; we are all on the same page, but I look forward to seeing how its measured.
- The 6.9% is current density (frequency) of collector-to-collector intersections – has there been other explorations of those intersections for collection purposes?
- Specific example, providence ASP speaking tentatively, 17th Ave - is that an arterial road? Is 17th Ave a levy funded road? My point is just ensuring that if it's a project within the bylaw, if it doesn't include a portion of signal, that we don't end up double counting.
- What is the boulevard count for both Urban and Neighbourhood road classifications? I'm guessing it's all livable road transportation costs in this.
- Visuals certainly help. Point of clarification, for 5A network, the upgrade is only in the greenfield areas? The example is from established areas, is it just the green being charged to green field or is a portion going to the blue as well? More of a comment, how much of that example is a result of growth vs. a change in design spec? I'd argue that none of that is a result of greenfield growth I think we do have to keep that in mind because I'm not sure it entirely follows the principles of growth pays for growth.
- The double counting, I feel like in the green areas is already developer agreement and local developer funded. Again, confirming we are not double counting anything.
- Is it possible where it is a new project, and you are getting costs that are way more than estimated to be? Can you provide us with some more details on some specific examples that industry should be aware of? We can look through the project list and connect with you if anything jumps out at us.
- I'm sure there is a number of other non-levy projects where the cost estimates are not that far off, because I would think if you have this problem in the off-site levy projects The City budgeting probably has some bigger issues.
- Slide 5, can you walk us through why we are not using operations by population and not by use when it comes to transportation costs?

Summary of Action Items

- Final levy rate model to folks by next week.
- Look into different between estimate and the class one cost estimate.
- Provide project list to confirm cost estimates.