

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

Date/Time: September 26, 2023 / 11:00 a.m. – 12:00 p.m.

Location: MS Teams – video conferencing

Attendees:

Internal	External
Marcus Berzins	Brian Hahn
Jennifer Black	Guy Huntingford
Garrath Douglas	Jackie Stewart
Brian Arthur	Joel Armitage
Jan-Steyn Pieterse	Brett Friesen
Catherine Spaens	Bob Faktor
Laura Urbain	Mohamad Mohamad
Chad Wilson*	
Regrets	
Maggie Choi	Shameer Gaidhar
Quinn Eastlick	
Erika Van Boxmeer	
Feisal Lakha	
Nazrul Islam	

*Note taker

Agenda

1. **Welcome & agenda overview** (Brian Arthur)
2. **Supporting Documents**
3. **Draft levy rates**
4. **BILD Questions**
5. **Summary of Feedback**
6. **Alignment to Principles: Competitive**
7. **Schedule and Next Steps**

Feedback collected:

- **2024 Inflation-Adjusted Rate**
- Why do we have the column showing the change from 10.4% to 6.83%? It is useless information. Would the city present the change in property tax this way?
- It could be perceived as the city trying to downplay the rate... For clarity, the third column could be presented as the new bylaw rate.
- If there is rollover into Jan/Feb, it may be better to ... *(missed comment)*

- My kids are interested in the total change – change to the interim rate, and the proposed final rate. That would provide clarity, and the total measure of impact on new home buyers.
- **BILD Questions (Slide 8)**
- **Ridership calculation** – does not appear to be consistent with 2016 methodology. The City is doubling the assumption of the number of buses that will be required for the Greenfield? It appears that service levels are lower in areas buses are not being paid for in the levy. The citywide average is skewed in areas where people are anticipated to take transit.
- The new level of service aspired to – is it representative of the average number of riders? Or based on low-end? High-end?
- How much does the level of service vary across the city (used in average calculation)? It potentially has a significant impact on service levels. The concern is the methodology disproportionately overcharges for a service-level that new communities/greenfield will not receive.
- To clarify – is ridership based on current levels, or levels in aspirational plan identified in *RouteAhead*? Is ridership based on current state, or aligned with 30-year strategy?
- Why were the years 2019, 2021, 2023 selected to review ridership?
- Please confirm that the answer provided in respect of the electric bus life-cycle answer, no electric buses will be used to provide service to new communities. So new electric buses may be used to provide new service to new communities--correct?
- **Next Steps (Slide 12)**
- Who has been invited to the [landowners] meetings tonight and tomorrow night?
- **Transportation and Transit Levies - Cost Management (last slide)**
- Note the impact from Area Structure Plan to full City had a positive impact to rates.... should be same for WR.
- Will you provide this slide to today's attendees?
- How do the proposed levy rates compare with adjacent and other competitive municipalities?
- Please recap what changes may be made to the models before year's end.
- In the White Papers, what number was used for inflation adjusted rate? Can you provide an example of a specific project that was adjusted? The concern is that the project costs are not being over inflated based on recent high inflation.