



City of Hamilton
TRANSIT AREA RATING REVIEW SUB-COMMITTEE
AGENDA

Meeting #: 23-001
Date: July 27, 2023
Time: 10:00 a.m.
Location: Room 192, 1st Floor (hybrid) (RM)
71 Main Street West

Carrie McIntosh, Legislative Coordinator (905) 546-2424 ext. 2729

	Pages
1. APPOINTMENT OF CHAIR AND VICE-CHAIR	
2. APPROVAL OF AGENDA (Added Items, if applicable, will be noted with *)	
3. DECLARATIONS OF INTEREST	
4. APPROVAL OF MINUTES OF PREVIOUS MEETING	
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5. COMMUNICATIONS	
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5.2 Correspondence from Bimbo Canada respecting Support for Improved Transit Funding in the City (referred from GIC Report 20-002)	9
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7. DELEGATIONS	

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TRANSIT AREA RATING REVIEW SUB-COMMITTEE MINUTES 20-001

3:00 p.m.

Tuesday, February 25, 2020

Council Chambers

Hamilton City Hall

71 Main Street West

Present: Councillors T. Whitehead (Chair), E. Pauls (Vice-Chair), B. Clark, C. Collins, L. Ferguson and J. Partridge

THE FOLLOWING ITEMS WERE REFERRED TO THE GENERAL ISSUES COMMITTEE FOR CONSIDERATION:

1. Appointment of Sub-Committee Chair and Vice-Chair for 2020 (Item 1)

(Clark/Partridge)

- (a) That Councillor Whitehead be appointed as Chair of the Transit Area Rating Review Sub-Committee for 2020; and,

Result: Motion CARRIED by a vote of 6 to 0, as follows:

YES - Ward 5 Councillor Chad Collins
YES - Ward 7 Councillor Esther Pauls
YES - Ward 15 Councillor Judi Partridge
YES - Ward 14 Councillor Terry Whitehead
YES - Ward 9 Councillor Brad Clark
YES - Ward 12 Councillor Lloyd Ferguson

(Clark/Ferguson)

- (b) That Councillor Pauls be appointed as Vice-Chair of the Transit Area Rating Review Sub-Committee for 2020.

Result: Motion CARRIED by a vote of 6 to 0, as follows:

YES - Ward 5 Councillor Chad Collins
YES - Ward 7 Councillor Esther Pauls
YES - Ward 15 Councillor Judi Partridge
YES - Ward 14 Councillor Terry Whitehead
YES - Ward 9 Councillor Brad Clark
YES - Ward 12 Councillor Lloyd Ferguson

2. **Transit Service Levels, Demand and Growth Opportunities by Ward (PW19026) (City Wide) (referred from the General Issues Committee on February 28, 2019) (Item 7.1)**

(Clark/Partridge)

That Report PW19026, respecting Transit Service Levels, Demand and Growth Opportunities by Ward, be received.

CARRIED

3. **Transit Area Rating Methodology Review (FCS19094) (City Wide) (Item 9.1)**

(Collins/Clark)

(a) That Report FCS19094, respecting Transit Area Rating Methodology Review, be received; and,

(b) That no action be taken to review the possibility of the area rating net benefit to Wards 1 to 8 being used for public transit city-wide.

CARRIED

4. **Amendment to the Transit Area Rating Review Sub-Committee's Terms of Reference (Item 11.1)**

(Clark/Whitehead)

(a) That Sections 1(a) and (d) of the Terms of Reference for the Transit Area Rating Review Sub-Committee, be amended to update timelines as follows:

(a) To evaluate options for rebalancing area rating for transit for the ~~2020~~ **2021** budget process, including enhanced service levels that align with the overall City Transit Strategy.

(d) To incorporate any changes into the ~~2020~~ **2021** budget process the Sub-Committee should complete its recommendations by December of 2019 ~~2020~~.

Result: Motion CARRIED by a vote of 5 to 0, as follows:

YES - Ward 5 Councillor Chad Collins

YES - Vice Chair - Ward 7 Councillor Esther Pauls

YES - Chair - Ward 14 Councillor Terry Whitehead

YES - Ward 15 Councillor Judi Partridge

YES - Ward 9 Councillor Brad Clark

NOT PRESENT - Ward 12 Councillor Lloyd Ferguson

FOR INFORMATION:

- (a) **CHANGES TO THE AGENDA (Item 2)**

The Committee Clerk advised of the following change to the agenda:

6. DELEGATION REQUESTS (Item 6)

- 6.1 Ian Borsuk, Environment Hamilton, respecting the Elimination of Area Rating for Transit in the City of Hamilton (for today's meeting)

(Pauls/Partridge)

That the agenda for the February 25, 2020 Transit Area Rating Review Sub-Committee meeting be approved, as amended.

Result: Motion CARRIED by a vote of 6 to 0, as follows:

YES - Ward 5 Councillor Chad Collins
 YES - Vice Chair - Ward 7 Councillor Esther Pauls
 YES - Chair - Ward 14 Councillor Terry Whitehead
 YES - Ward 15 Councillor Judi Partridge
 YES - Ward 9 Councillor Brad Clark
 YES - Ward 12 Councillor Lloyd Ferguson

(b) DECLARATIONS OF INTEREST (Item 3)

There were no declarations of interest.

(c) COMMUNICATIONS (Item 5)

- (i) Correspondence from Lakewood Beach Community Council respecting TransCab Area Rating (Item 5.1)**

(Partridge/Ferguson)

That the correspondence from Lakewood Beach Community Council respecting TransCab Area Rating, be received.

CARRIED

(d) DELEGATION REQUESTS (Item 6)

- (i) Ian Borsuk, Environment Hamilton, respecting the Elimination of Area Rating for Transit in the City of Hamilton (for today's meeting) (Added Item 6.1)**

(Collins/Pauls)

That the delegation request, submitted by Ian Borsuk, Environment Hamilton, respecting the Elimination of Area Rating for Transit in the City of Hamilton, be approved for today's meeting.

Result: Motion CARRIED by a vote of 6 to 0, as follows:

YES - Ward 5 Councillor Chad Collins
 YES - Vice Chair - Ward 7 Councillor Esther Pauls
 YES - Chair - Ward 14 Councillor Terry Whitehead
 YES - Ward 15 Councillor Judi Partridge

YES - Ward 9 Councillor Brad Clark
YES - Ward 12 Councillor Lloyd Ferguson

(e) PUBLIC HEARINGS / DELEGATIONS (Item 8)

(i) Ian Borsuk, Environment Hamilton, respecting the Elimination of Area Rating for Transit in the City of Hamilton (Added Item 8.1)

Ian Borsuk, Environment Hamilton, addressed the Committee respecting the Elimination of Area Rating for Transit in the City of Hamilton, with the aid of a presentation.

(Clark/Pauls)

That the delegation by Ian Borsuk, Environment Hamilton, respecting the Elimination of Area Rating for Transit in the City of Hamilton, be received.

CARRIED

A copy of the presentation is available on the City's website at www.hamilton.ca or through the Office of the City Clerk.

(f) STAFF PRESENTATIONS (Item 9)

(i) Transit Area Rating Methodology Review (FCS19094) (City Wide) (Item 9.1)

Mike Zegarac, General Manager of Finance and Corporate Services and Debbie Dalle Vedove, Director of Transit, addressed Committee respecting Report FCS19094, Transit Area Rating Methodology Review, with the aid of a presentation.

(Collins/Clark)

That the presentation, respecting Report FCS19094, Transit Area Rating Methodology Review, be received.

CARRIED

A copy of the presentation is available on the City's website at www.hamilton.ca or through the Office of the City Clerk.

For further disposition of this matter, refer to Item 3.

(g) ADJOURNMENT (Item 15)

(Clark/Pauls)

That there being no further business, the Transit Area Rating Review Sub-Committee be adjourned at 5:50 p.m.

CARRIED

Respectfully submitted,

Councillor T. Whitehead
Chair, Transit Area Rating Review Sub-Committee

Alicia Davenport
Legislative Coordinator
Office of the City Clerk



January 15, 2020

Hamilton City Council
Hamilton, ON

Attention: General Issues Committee Members

Re: Improved Transit

We are sending this letter on behalf of Maple Leaf Foods – Heritage, Hamilton, ON to provide an outline of our organization and the reliance on public transit for staff at this location.

The Heritage facility is located at the end of Glover Road just past the intersection of Twenty Road in Hannon. It has been in operation since 2013 and employs approximately 1000 staff, 85% of which are hourly. Our staff rely heavily on public transit and because we are a 24 hour operation and work in some capacity 7 days/week, it is imperative that public transit be available and reliable.

In September 2019 changes were made to available Transit which allowed for the bus to come directly to the plant. This added significant benefit to our day shift riders as it saved them up to 1 hour each way in getting to and from work. The offset to this benefit is the change that was made to the Trans-Cab system rather than the shuttles previously provided. Staff now are required to pay and obtain a bus pass as well as incur additional costs for the Trans-Cab service which has a direct negative financial impact.

Our current struggle with transit is primarily around the afternoon shift for which we have over 140 riders. If production runs late and overtime is required then team members have no way of getting home, even with Trans-cab service. Last week (Jan. 6 – 10, 2020) 25 team members were stranded after their shift, resulting in team leaders and leadhands transporting people back and forth to home using their own vehicles to ensure that staff made it safely home. This is not sustainable and puts significant stress on our organization from a recruitment and retention perspective. In addition to the concern around afternoons, we also experience significant difficulty in filling vacancies, of which we have over 100 that are not Bus Accessible, for early morning shifts and off shifts.

This letter is being sent to formally request that increased funding be diverted to transit to provide additional capacity to better service transit needs to our facility and others in the surrounding business park. We appreciate your consideration and attention to this matter.

If you have any questions or concerns in regards to this letter please contact Michele Defrain at (905) 692-8050 ext. 8907.

Sincerely,

Jim Brown
Site Leader
Heritage Site, Maple Leaf Foods

Michele Defrain
People Leader, Employee Services
Heritage Site, Maple Leaf Foods



General Issues Committee
City of Hamilton
Hamilton City Hall
71 Main Street West
Hamilton, ON L8P 4Y5
(c/o Ms. Stephanie Paparella, Legislative Coordinator, stephanie.paparella@hamilton.ca)

RE: Committee Meeting – January 24, 2020 – Item 6 (2020 Transit Budget Overview)

January 16, 2019

Dear General Issues Committee Members:

On behalf of Bimbo Canada, I am writing to introduce you to our company which has operations in Hamilton, and to express our support for improved transit funding in the city.

Bimbo Canada is the country's leading manufacturer and distributor of packaged fresh bread, bakery and salty snacks. With a portfolio of brands – including Dempster's, Stonemill, Vachon, Takis and Sanissimo – we are a household staple, nourishing Canadians from coast to coast every day.

We are also very proud of our investments in Hamilton, where we operate two bakeries and a distribution centre that employ over 400 associates and are continuing to grow. In fact, our largest operation in the country – the Trillium Bakery – is located in Ward 11 (Councillor Johnson) of the city.

At Bimbo Canada, we are committed to establishing strong relationships with government and working collaboratively with industry towards building a strong economy that makes the communities in which we operate an attractive place to live, work and build a business.

That is why we are joining the Hamilton Chamber of Commerce and other employers in the city in requesting that the Committee, and ultimately City Council, approve increased transit funding. We estimate that 50% of our associates rely on Hamilton's transit system. In fact, that number could increase with improved service to our bakeries, located in areas with minimal public transit coverage.

Proper transit funding is a truly sustainable practice that helps reduce greenhouse gas emissions, reduce barriers to access to job opportunities for citizens and improve the quality of life in our cities. We thank you for considering this matter.

Sincerely,

Phillipe Murphy-Rheaume
Manager, Government Relations and Sustainability

January 20, 2020

General Issues Committee
Hamilton City Hall
71 Main Street West
Hamilton, ON L8P 4Y5

Dear General Issues Committee Members:

I am respectfully submitting this letter to the General Issues Committee as the President of Mohawk College and former chair of the Mayor's Blue Ribbon Taskforce on Workforce Development. I am asking the city to expand transit services and consider alternatives to the current area rating system.

One of the enablers of economic growth and city-building is efficient and reliable public transit. From Mohawk's perspective, there are two main areas of concern with respect to transit in Hamilton. The first is access to public transit for our students, and the second is the need for a transit system that connects people with employers.

For many Mohawk students, public transit is critical to obtaining a postsecondary education. More than half of Mohawk students rely on the HSR, taking an average of 191,000 trips per month from September to April. Hamilton is a geographically diverse and increasingly expanding area. Many students live in areas of the city where transit options are limited. Getting to and from our campuses and learning hubs can be a significant challenge for our students. Our Stoney Creek students have voiced concerns for many years about the challenges of getting to our Barton Street campus by bus, due to sporadic service. Other locations face similar challenges. This September, Mohawk will open a new aviation training facility at the airport in partnership with KF Aerospace. The new facility will train up to 600 students per year. However, many of these students do not own vehicles and will find it difficult to get to and from this location if there is not adequate bus service available.

For many students, not being able to access transit can be a barrier to obtaining an education. For others, not being able to access transit can be a barrier to a better life. Through my involvement with the Blue Ribbon Taskforce on Workforce Development and more recently through the discussions we've had with business and community leaders as part of our Challenge 2025 initiative, the issue of public transit has been a recurring theme.



.../2

Many Hamilton employers need workers to fill entry-level positions. A key challenge with filling these vacant jobs is getting people to where those jobs are located. Some of these businesses are in areas where transit service is infrequent or even unavailable, like the airport, the Ancaster Business Park, the Stoney Creek Business Centre, and the Red Hill Business Park, amongst others.

There are people in Hamilton who need these jobs. For them, the entry-level job could be an opportunity to move off Ontario Works and a chance at a fresh start. While transit is accessible to many of these people, they cannot access stable employment because transit is not available to where the jobs are located, in growing employment areas. This needs to change. This change can lead to a pathway out of poverty.

Mohawk College urges the City of the Hamilton to work toward a solution that is in the best interest of the entire community. Changes to the transit area rating and expansion of service will help to transform lives and help Hamilton prosper, something that is a shared value for both of us.

Regards,



Ron J. McKerlie
President



Hamilton

AREA RATING – TRANSIT

TRANSIT AREA RATING SUBCOMMITTEE

JULY 27, 2023

At the March 27, 2019 meeting, City Council approved the following Motion:

A System-Wide Approach to Public Transit (Item 7.1)

(c) That staff be directed to report back to the Transit Area Rating Review Sub-Committee with an area rating analysis for transit for the 2020 Operating budget process, with respect to a public transit system that supports a system-wide approach, with that report to include enhanced service levels that align with the overall City Transit Strategy; and,

(d) That staff be directed to review the possibility of the area rating net benefit to Wards 1 to 8 being used for public transit city-wide and report to the Transit Area Rating Review Sub-Committee.

- The Subcommittee met in February of 2020
- Staff presentation on status of Re-envision, methodology of transit area rating and alternatives
- No further action has been taken



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AREA RATING



Area Rating - Definition

- Area rating is intended to account for either significant differentials in service levels or costs of providing services between different parts of the City
- If a service is not provided in an specific area of the City, property owners in that area will not be taxed for that service
- The result of area rating is that tax rates vary depending on the area of the City and the level of service offered by the City

- Over a number of years, Council led an intensive review and consultation process to look at area rating options:
 - Area Rating Subcommittee
 - In 2009, staff submitted recommendation to move to urban/rural area rates
 - Citizens' Forum

- In 2011, the City implemented an urban and rural model that aligns to the transit service area
- Properties within the transit service area are considered urban, while properties outside the transit service area are considered rural
 - Urban/Rural: Fire, Recreation, Streetlights/Sidewalks
 - By former Municipality: Transit, Sidewalk Snow & Parkland Purchases and Infrastructure Levy

- In 2022 the City started the phasing out the area rating of Recreation, Streetlights/Sidewalks and Parkland Purchases
- The area rating of Sidewalk Snow Removal was eliminated in 2023
- In 2023, the area rating of the Fire Service was updated to reflect the three levels of service: Full Time, Volunteer and Composite
- Special Infrastructure Levy and Transit remain unchanged



Hamilton

TRANSIT AREA RATING



- Based on an urban/rural transit model to align with the Transit boundary
- Properties outside the Transit boundary do not pay for Transit
- Continue to be based on former area municipality's share of total transit service mileage
- The total levy for transit area rating excludes the budgets for DARTS Contract and Taxi Scrip and includes the capital financing portion allocated to Transit

City-wide and Municipal Average Transit rates & impacts

TAX YEAR = 2023

Municipality	Stoney Creek	Glanbrook	Ancaster	Hamilton	Dundas	Flamborough
Transit Splits	7.53%	2.63%	4.98%	81.23%	1.98%	1.66%
Transit Levy	5,766,327	2,014,774	3,812,860	62,243,313	1,517,436	1,273,776
Transit Rate	0.04%	0.05%	0.04%	0.13%	0.03%	0.02%
Average 1	\$ 156	\$ 200	\$ 151	\$ 484	\$ 130	\$ 88
Average 2	\$ 164	\$ 211	\$ 220	\$ 402	\$ 159	\$ 120

Average (1): Based on city-wide average assessment of \$385,000




Average (2) Based on average assessment by former municipality

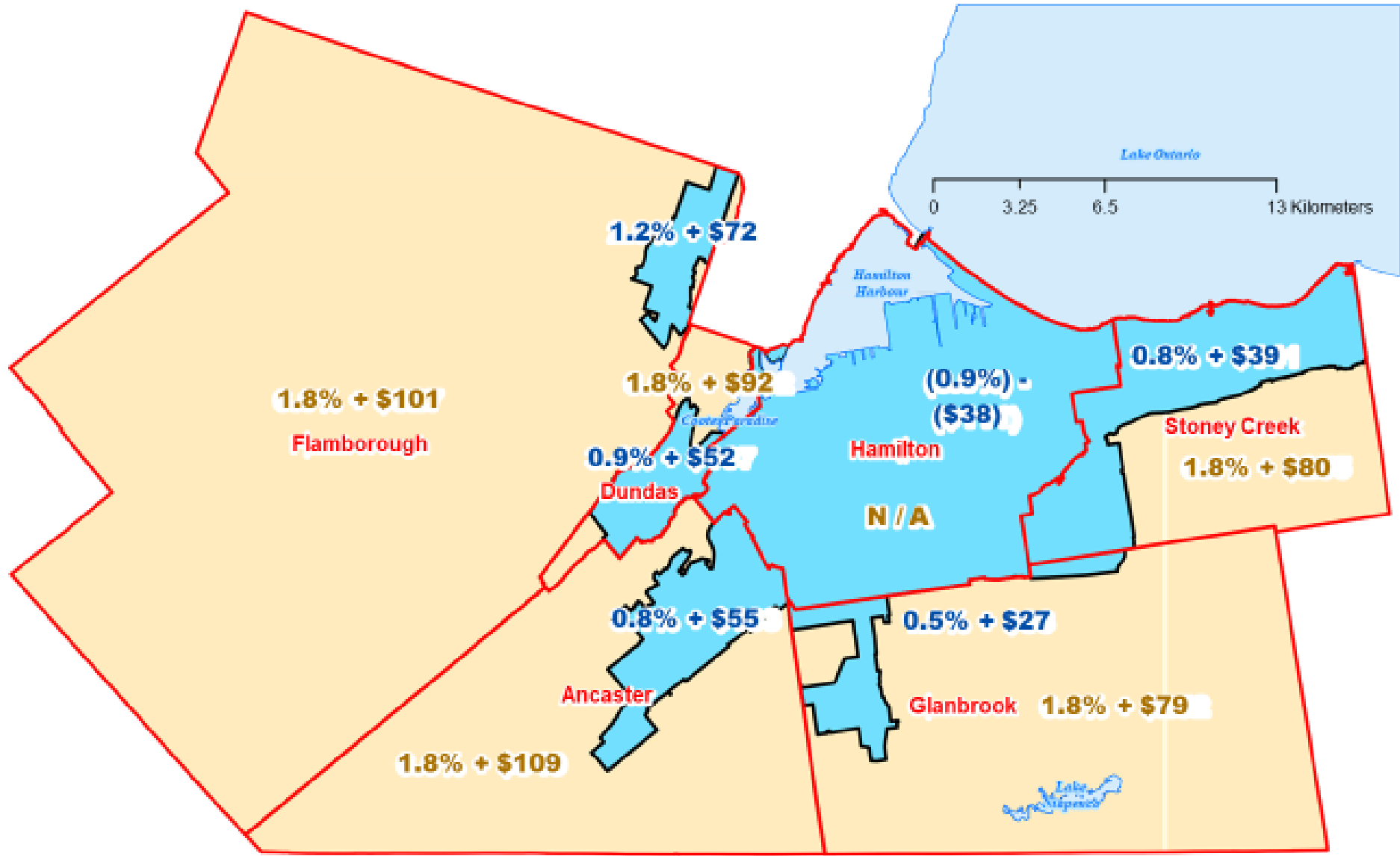
Potential Alternatives

Option 1: Move Transit Budget to the General Levy

- Only one property tax rate regardless of the level of service received
- Rural areas of the City, which are currently exempt of the transit levy, would be charged the same rate as the urban areas
- Tax impacts assume a 4-year phase-out period and exclude reassessment, growth, budget and tax policies

Transit on General Levy Average Residential Impacts

-  Former Municipality Boundary
-  Transit / Urban Area
-  No Transit / Rural Area
- % +/- \$\$** Urban Tax Impact % and \$\$ by Municipality
- % +/- \$\$** Rural Tax Impact % and \$\$ by Municipality



Tax Impacts

URBAN IMPACTS

	Tax Impact (%)	Tax Impact (\$)
Ward 1	-0.9%	\$ (48)
Ward 2	-0.9%	\$ (34)
Ward 3	-0.9%	\$ (27)
Ward 4	-0.9%	\$ (28)
Ward 5 - HM	-0.9%	\$ (43)
Ward 5 - SC	0.8%	\$ 29
Ward 6	-0.9%	\$ (39)
Ward 7	-0.9%	\$ (40)
Ward 8	-0.9%	\$ (44)
Ward 9 - HM	-0.9%	\$ (0)
Ward 9 - SC	0.8%	\$ 54
Ward 9 - GL	0.5%	\$ 29
Ward 10 - HM	-0.9%	\$ (49)
Ward 10 - SC	0.8%	\$ 67
Ward 11 - GL	0.5%	\$ 27
Ward 12 - AN	0.8%	\$ 55
Ward 12 - FL	0.8%	\$ 55
Ward 13 - DN	0.9%	\$ 52
Ward 13 - FL	1.2%	\$ 77
Ward 14 - HM	-0.9%	\$ (47)
Ward 14 - AN	0.8%	\$ 68
Ward 14 - GL	0.5%	\$ 29
Ward 15 - FL	1.2%	\$ 73

RURAL IMPACTS




	Tax Impact (%)	Tax Impact (\$)
Ward 1	-	-
Ward 2	-	-
Ward 3	-	-
Ward 4	-	-
Ward 5 - HM	-	-
Ward 5 - SC	-	-
Ward 6	-	-
Ward 7	-	-
Ward 8	-	-
Ward 9 - HM	-	-
Ward 9 - SC	1.8%	\$ 112
Ward 9 - GL	1.8%	\$ 86
Ward 10 - HM	-	-
Ward 10 - SC	-	-
Ward 11 - GL	1.8%	\$ 78
Ward 12 - AN	1.8%	\$ 110
Ward 12 - FL	1.8%	\$ 88
Ward 13 - DN	1.8%	\$ 92
Ward 13 - FL	1.8%	\$ 108
Ward 14 - HM	-	-
Ward 14 - AN	-	-
Ward 14 - GL	-	-
Ward 15 - FL	1.8%	\$ 103

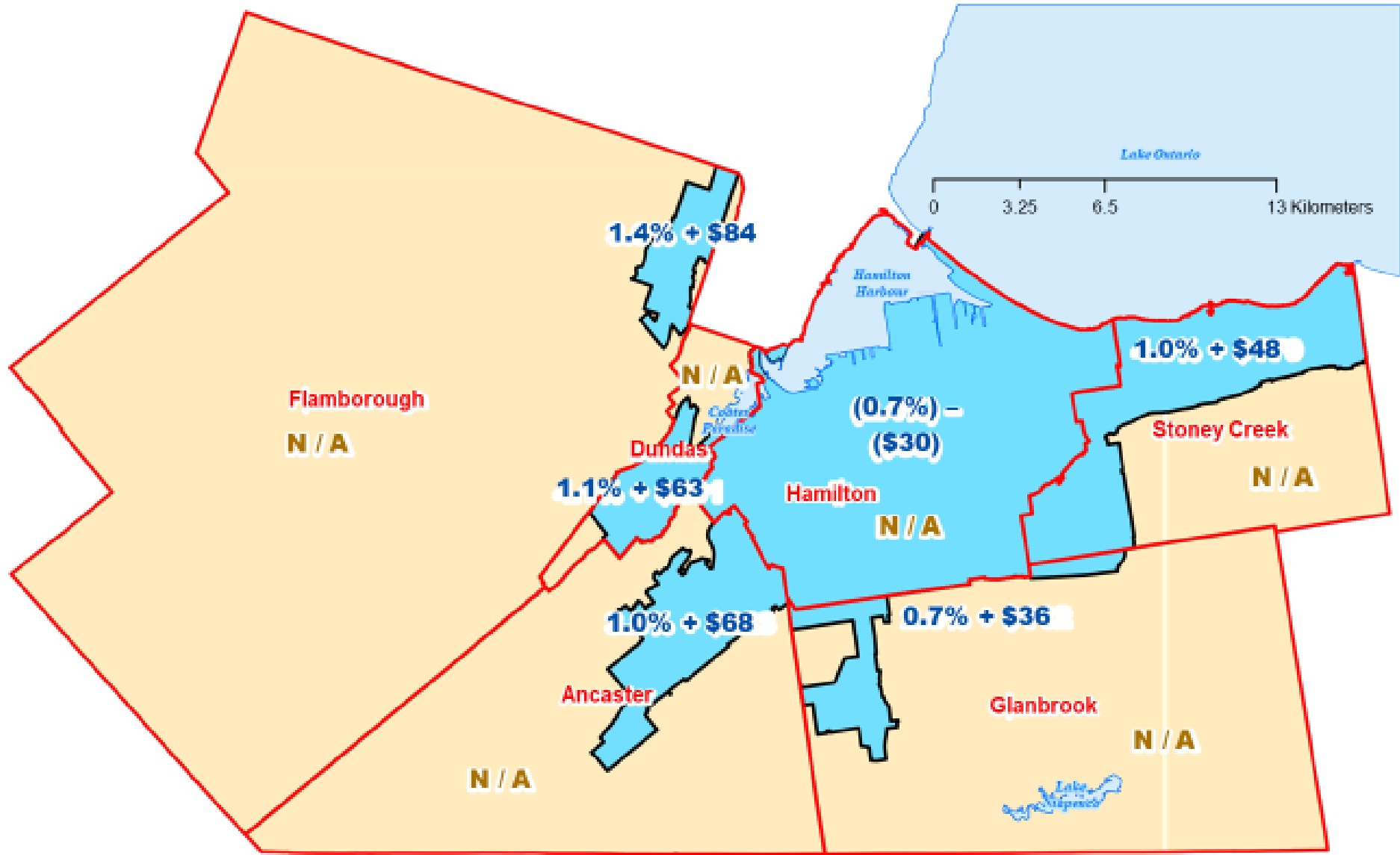
Potential Alternatives

Option 2: Urban / Rural Model

- Assumes that the urban areas of the City would be levied equally for Transit Service and use the same tax rate regardless of the level of service
- Rural areas of the City continue to be exempt
- Tax impacts assume a 4-year phase-out period and exclude reassessment, growth, budget and tax policies

Urban / Rural Transit Average Residential Impacts

-  Former Municipality Boundary
-  Transit / Urban Area
-  No Transit / Rural Area
- % +/- \$\$** Urban Tax Impact % and \$\$ by Municipality
- % +/- \$\$** Rural Tax Impact % and \$\$ by Municipality



Tax Impacts

	Tax Impact (%)	Tax Impact (\$)
Ward 1	-0.7%	\$ (39)
Ward 2	-0.7%	\$ (28)
Ward 3	-0.7%	\$ (22)
Ward 4	-0.7%	\$ (23)
Ward 5 - HM	-0.7%	\$ (34)
Ward 5 - SC	1.0%	\$ 36
Ward 6	-0.7%	\$ (32)
Ward 7	-0.7%	\$ (32)
Ward 8	-0.7%	\$ (35)
Ward 9 - HM	-0.7%	\$ (0)
Ward 9 - SC	1.0%	\$ 68
Ward 9 - GL	0.7%	\$ 39
Ward 10 - HM	-0.7%	\$ (39)
Ward 10 - SC	1.0%	\$ 83
Ward 11 - GL	0.7%	\$ 36
Ward 12 - AN	1.0%	\$ 68
Ward 12 - FL	1.0%	\$ 68
Ward 13 - DN	1.1%	\$ 63
Ward 13 - FL	1.4%	\$ 89
Ward 14 - HM	-0.7%	\$ (38)
Ward 14 - AN	1.0%	\$ 84
Ward 14 - GL	0.7%	\$ 39
Ward 15 - FL	1.4%	\$ 85



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THANK YOU



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(re)Design the HSR

(RE)ENVISION THE HSR

The HSR (re)Designed started with Council-led inputs, including:

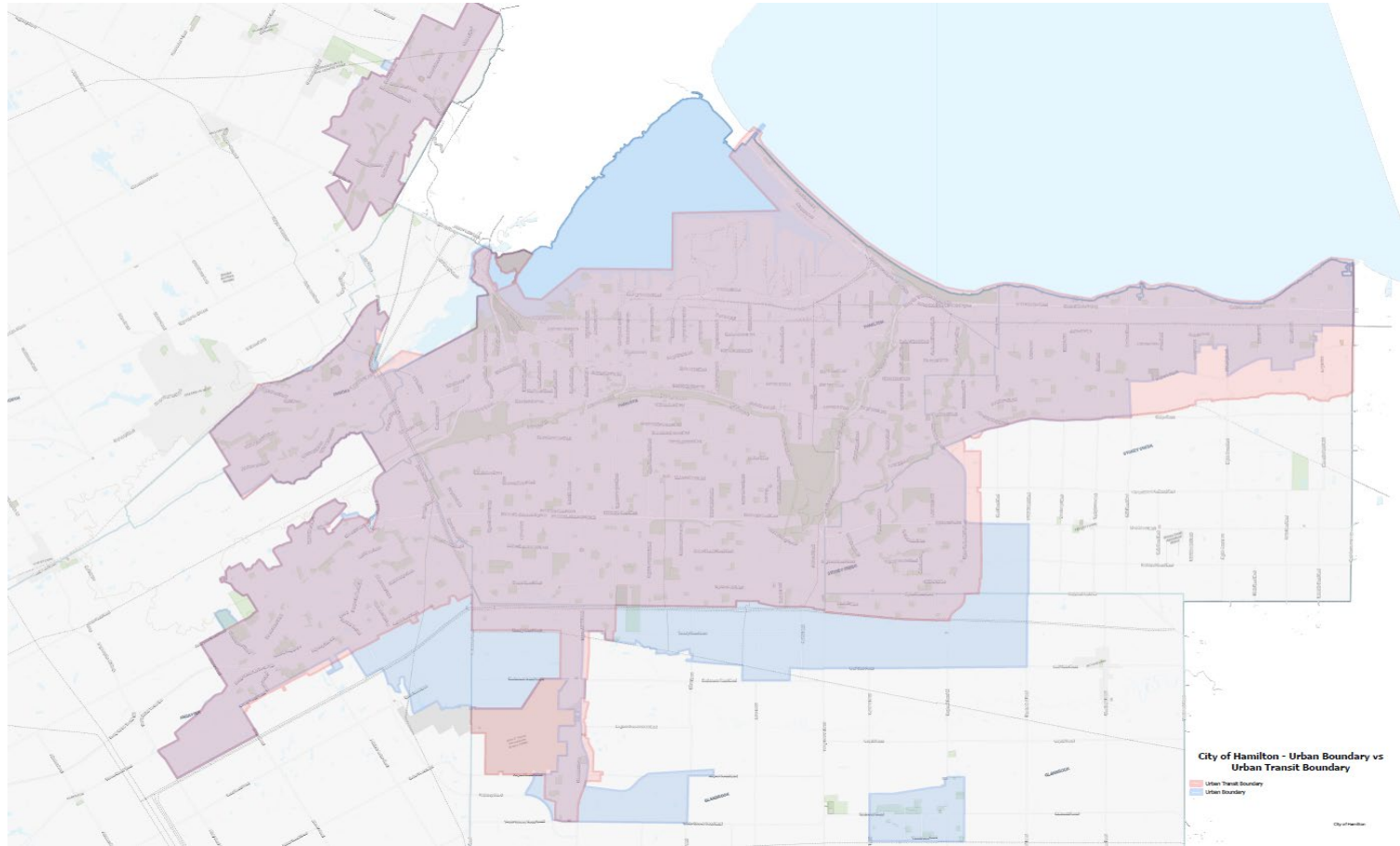
- Council priorities
- The Official Plan
- Transportation Master Plan
- Economic Action Plan Objectives
- Voice of the customers as collected through (Re)Envision the HSR
- Partnership with McMaster University's Department of Civil Engineering

THE (RE)DESIGNED HSR NETWORK

The current state of the existing network reflects:

- The core structure is ~100 years old with most routes passing through downtown, and a very flat route structure not aligned to neighborhood makeup
- Has operational vulnerabilities, which present risks in service reliability
- Significant variation in route frequencies and spans, resulting in service inequities throughout the City
- A misaligned Urban Boundary and Urban Transit Boundary

CURRENT STATE - URBAN TRANSIT AREA



THE (RE)DESIGNED HSR NETWORK

The current state of the existing network reflects:

- Changes have been incremental and piecemeal after service reductions in the 1990's
- No longer reflective of current/future transit needs of Hamiltonians travelling in Hamilton and throughout the GTHA, or keeping up with growth
- Not “rail ready” to feed and sustain LRT success

THE (RE)DESIGNED HSR NETWORK

Empirical Data Included:

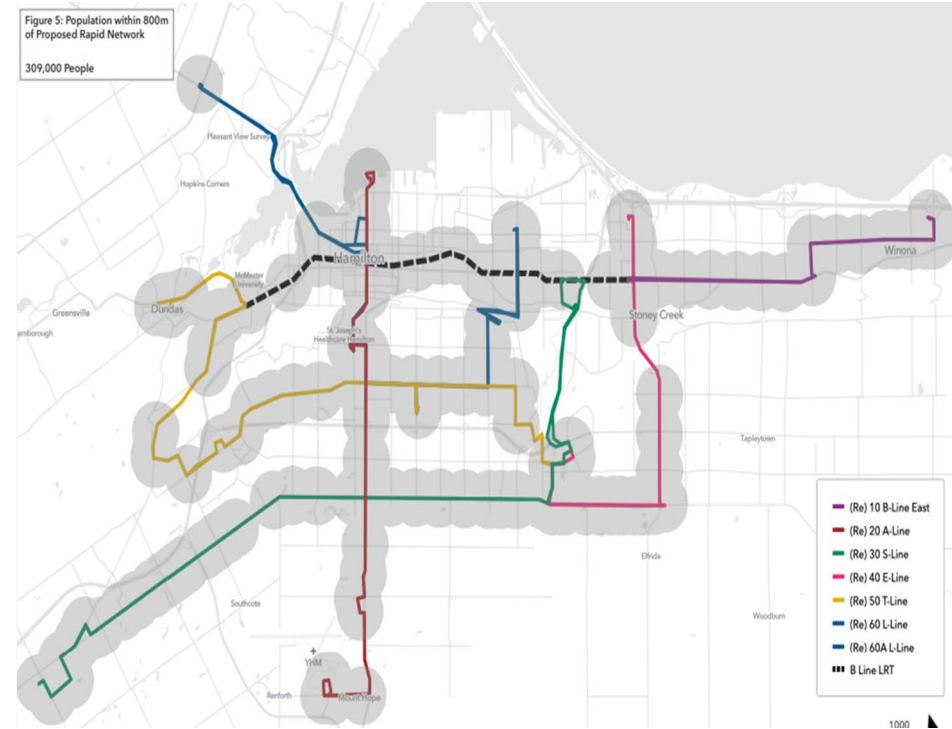
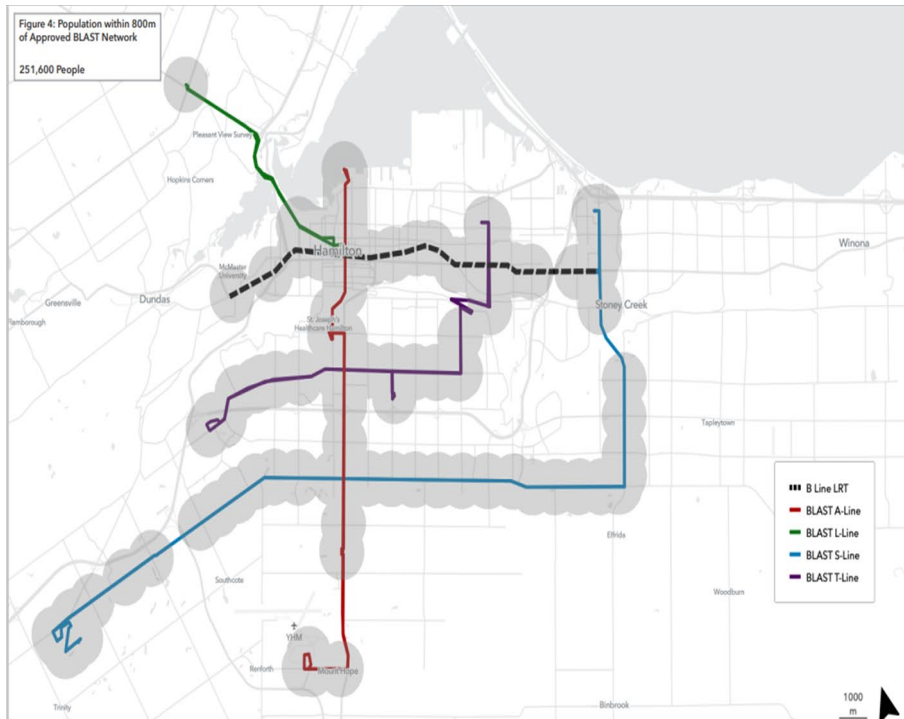
- Network operations assessment, including connectivity and bus stop utilization
- Network robustness and risks assessments
- Accessibility, travel time and coverage
- Desired and perceived quality of service analysis
- Willingness to pay
- Land use assessment, including major employment centres, trip generators and neighborhood density

(RE)DESIGNED HSR NETWORK

What's Different in the (re)Designed Transit Network?

- ✓ Migrating to a hub-based network
- ✓ Hierarchical route structure
- ✓ Expanded rapid transit coverage
- ✓ Improved connectivity to interregional transit
- ✓ Improved connectivity to employment areas
- ✓ Improved reliability
- ✓ Reduced transfers and travel times between key trip destinations
- ✓ Improved transit infrastructure on street, at hubs and gateways
- ✓ More connections to the LRT

THE (RE)DESIGNED HSR NETWORK



THE (RE)DESIGNED HSR NETWORK

	Existing HSR Network	(Re)designed Network	Change
Hours of Service			
Revenue	950,425	1,522,780	572,355
Non-revenue	51,948	83,964	32,016
Total Hours	1,002,373	1,606,744	604,371
Kilometers Travelled			
Revenue	16,529,146	28,462,556	11,933,410
Non-revenue	1,946,289	3,361,456	1,415,167
Total Kilometers	18,475,435	31,824,012	13,348,577
Fleet			
Small Buses	11	30	19
Standard Bus (40")	234	236	2
Articulated Bus (60")	49	92	43
Total Buses	294	358	64

THE (RE)DESIGNED HSR NETWORK

Consultation Activities:

- Consultation period in place until end of September 2023
- In-person and on-line public sessions, pop-up events, Ward events
- Engage Hamilton, public survey

THE (RE)DESIGNED HSR NETWORK

Recommendation Report:

- Multiple recommendations in PW23021, noting specifically:
- *That the General Manager, Public Works or designate, be directed to review the Council-approved Urban Transit Area (UTA) boundary*

TRANSIT AREA RATING REVIEW SUB-COMMITTEE

TERMS OF REFERENCE

1) Purpose

- a) To evaluate options for rebalancing area rating for transit for the 2021 budget process, including enhanced service levels that align with the overall City Transit Strategy.
- b) To evaluate the option of directing the potential savings in the former Hamilton to support the transit service City-wide.
- c) To evaluate alternative funding options for transit considering jurisdictional kilometers, service levels and assessment information.
- d) To incorporate any changes into the 2021 budget process the Sub-Committee should complete its recommendations by December of 2020.
- e) To consider the climate change lens when performing this review.

2) Composition

The Sub-Committee membership will consist of six (6) members of Council; (3) three urban and (3) three suburban Councillors.

3) Reporting Structure

The Transit Area Rating Review Sub-Committee will report to the General Issues Committee.

4) Meetings

The Sub-Committee shall meet as required or at the call of the Chair.

5) Sub-Committee Staff Support

The following staff will be required resources to this Sub-Committee:

- City Manager
- General Manager, Corporate Services Department
- Director, Financial Planning, Administration and Policy Division
- Manager, Current Budgets and Fiscal Planning Section
- General Manager, Public Works Department
- Director, Transit Division
- General Manager, Planning and Economic Development
- Support staff as required, that are involved in analysis of the different transit area rating options and service levels