



Hamilton

INFORMATION REPORT

TO: Chair and Members Public Works Committee	WARD(S) AFFECTED: CITY WIDE
COMMITTEE DATE: March 5, 2012	
SUBJECT/REPORT NO: Transportation Summit on Environmental Pricing Reform Follow-up (PW11016a) - (City Wide)	
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SIGNATURE:	

Council Direction:

On June 23, 2010, Council approved Item 19 of the Public Works Committee meeting held on June 14, 2010, directing that a workshop on Environmental Pricing Reform would occur in 2010 (See Appendix "A"). Environmental Pricing Reform (EPR) is the name given to a set of fiscal, tax and planning policy instruments that use pricing to influence behaviour in support of environmental and economic policy. Examples of EPR include: water, sewage and stormwater rates, development charge methods, road pricing, user fees, parking pricing, and land value taxation approaches.

Given that 2010 was an election year, it was decided that the EPR workshop be held in 2011 for the benefit of the new City Council. The annual Transportation Summit, which changes its theme each year, presented an opportunity to combine the EPR workshop and the Summit in order to pool financial resources, as two separate workshops would be more costly to run. Furthermore, by using the Summit as a forum for EPR, it would attract a larger audience, given that previous summits were well attended.

As stated in Appendix "A", Resolution 10.1 directed that staff work with Sustainable Prosperity (SP), a research and policy network based out of the University of Ottawa, as the group that would do the background research and assist in planning a workshop on the subject in the fall of 2010.

Information:

This information report summarizes the results of the EPR Transportation Summit and outlines the proposed next steps, as identified during the Summit. The Transportation Summit 2011 on EPR was held on March 9, 2011, at the Sheraton Hotel Hamilton. Speakers at the conference included:

- Keynote Address: The Big Move and Transit Infrastructure: Meeting Transportation Challenges in Hamilton
Richard Koroscil, President of Hamilton International Airport
- Lunch Keynote: Siemens Complete Mobility in the Greater Toronto and Hamilton Area: Is Hamilton at Risk in terms of the state of its Transportation Infrastructure?
Marco Jungbeker, Siemens Canada
- Road Pricing in North America and Other Jurisdictions
Martin Collier, Transport Futures
- Environmental Pricing Reform: Opportunities for Hamilton
Dave Thompson & Andrew Bevan, Sustainable Prosperity
- Water and Transportation: Environmental cross-implications, and policy similarities and differences
Gail Krantzberg, Director, Centre for Engineering and Public Policy, McMaster University
- Sustainable Stormwater Systems Review – Removing Reliance on Volatile Potable Water Revenue With Impervious Surface Fees; lessons for transportation
Jean Haggerty, AMEC Consulting

The full presentations, conference agenda, overview, key themes, and next steps can be found online at the conference website (<http://tinyurl.com/hamiltonsummit2011>). The report on the conference is attached as Appendix “B” - “Transportation Summit 2011 - EPR Summary Report”.

Furthermore, a report on EPR was researched and written in partnership with Sustainable Prosperity entitled, “Moving Forward in Hamilton: Transportation, Sprawl and Environmental Pricing Reform”. The report investigated the potential implementation of EPR strategies in Hamilton including: road pricing, parking pricing, and tax reform strategies. As a follow-up to this report, the City of Hamilton is being studied in detail, along with Edmonton, Alberta, regarding the EPR strategies outlined in the preliminary study. Appendix “C” - “Memorandum of Understanding with Sustainable Prosperity”, signifies the City’s intent to work with Sustainable Prosperity on the follow-up study, at no cost to the City.

NEXT STEPS

A committee of City of Hamilton staff have been convened to work on the follow-up report with Sustainable Prosperity and investigate the suggestions and key themes raised by delegates at the Summit. When the follow-up report is completed in September 2012, an Information Report will be forwarded to Council with the overall results of the study, and to identify the feasibility of next steps for Hamilton. The

committee is composed of various staff from the Public Work's Department, the Planning and Economic Development Department and the Public Health Services Department, along with Dave Thompson from Sustainable Prosperity.

2012 TRANSPORTATION SUMMIT

On April 5, 2012, the Annual Transportation Summit will take place at the Sheraton Hotel Hamilton and will be themed: "Complete Streets for Hamilton". The Summit will investigate current transportation and land use policies in the City, and how they contribute to more complete streets.

Description

Complete Streets policies, plans and implementation guidelines are used by planners and engineers to build road networks that are safer, more livable, and more accessible to all road users and all travel modes. The streets of our City are an important part of the livability of our communities and neighborhoods. In recent years, Complete Streets policies and designs have been the subject of intense research and showcases across North America, with the central premise being that all road users whether young or old, motorist or bicyclist, walker or wheelchair user, bus rider or shopkeeper, should be able to access or cross the road.

Past plans and designs have focused primarily on transporting automobiles and maximizing their flow; however, in recent years, transportation demand management policies and increases in cycling, walking and transit as modes of choice for commuting, have created a necessity for more balanced road uses. Some of Hamilton's roads are well balanced; for example, York Boulevard recently underwent a modern re-design that used Complete Streets principles, including bike lanes, pedestrian amenities, urban design elements and two-way traffic. Other roads in Hamilton would benefit from a Complete Streets design that would help accommodate growing demands from road users who are less auto-dependent.

Many North American municipalities and regions are instituting Complete Streets policies to ensure that transportation planners and engineers consistently design and operate the entire roadway with all users in mind - including bicyclists, public transportation vehicles and riders, pedestrians of all ages and abilities, automobiles and goods movement needs.

This Summit will investigate Complete Streets for Hamilton, celebrate successes in Complete Streets design, investigate policies already in place and engage City staff and community stakeholders in a discussion on the future of Complete Streets for the City of Hamilton.

Logistics and Partnerships

The City of Hamilton is partnering with Share the Road Coalition (www.sharetheroad.ca), who will be presenting Hamilton's Silver Bicycling Friendly Community Award that was recently presented to Council and discussing ways to become a Gold cycling community.

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Keynote Speakers include:

- Dave Cieslewicz, the former Mayor of Madison, Wisconsin, who during his tenure helped establish Madison as a Gold Bicycle Friendly Community.
- Peter Lagerwey, Toole Design Group, who worked on Hamilton's Pedestrian Master Plan and is a National Complete Streets Coalition certified instructor.
- Norma Moores, IBI Group, a National Complete Streets Coalition certified instructor.

All members of Council and senior staff are welcome to attend this year's Summit on the relevant and engaging topic of Complete Streets, which is receiving a lot of recognition and support in the Greater Toronto and Hamilton Area, provincially and internationally.

10.1



PUBLIC WORKS COMMITTEE

NOTICE OF MOTION

Committee Date: May 31, 2010

MOVED BY COUNCILLOR C. COLLINS.....

Environmental Pricing Reform Pilot Project for Hamilton

Whereas, Environmental Pricing Reform (EPR) is the name given to a set of fiscal, tax and planning policy instruments that seek to use pricing to influence behaviour in support of environmental and economic policy;

And Whereas, examples of EPR policy instruments include water, sewage and storm-water rates, development charge methods, road pricing, land value taxation approaches and other innovative or new user fees;

And Whereas, Sustainable Prosperity, a think tank out of the University of Ottawa leading this effort in Canada, would like to undertake a pilot project with the City of Hamilton.

Therefore Be It Resolved:

That City staff work with Sustainable Prosperity to investigate environmental pricing concepts for Hamilton, and that this work include participating in a local workshop on the subject in Fall, 2010.

Transportation Summit 2011 - EPR Summary Report

TELEWORK • CARPOOL • TRANSIT • BIKE • WALK



Transportation Summit 2011

“Environmental Pricing Reform”
Final Report



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January 27, 2012

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Hamilton
Public Works

Transportation Summit 2011 - EPR Summary Report

Executive Summary

On March 9th, 2011, the City of Hamilton's Transportation Demand Management group hosted the fourth annual Transportation Summit. The Summit brought together participants from a variety of backgrounds and experiences within and outside of Hamilton to discuss transportation and its impact. This year's Summit focused on Environmental Pricing Reform (EPR), which is the process of implementing and/or correcting prices in order to align financial incentives faced by businesses and individuals to our environmental, social and economic goals.

The primary goal of the Transportation Summit series is to facilitate dialogue between different stakeholders with varying opinions and perspectives on issues pertaining to transportation. At the same time, the Summit gives city staff an opportunity to share recent and ongoing work that ties into the theme of the Summit. At the 2011 Summit, senior city staff illustrated many exciting projects and initiatives that are having an impact on the Hamilton community.

Other representatives from Hamilton and outside sources promote EPR through different lights. The benefits are shown through case studies and research, which demonstrates EPR is an economically and environmentally reliable practice. Economic, environmental and financial benefits are proven and serve as a strong motivator to promote EPR within the City of Hamilton. By using EPR strategies, the City can increase revenue streams, while decreasing the financial burden on residents and the City.

The various presenters at the 2011 Transportation Summit represented many different points-of-view when dealing with EPR. These included regional transportation projects like The Big Move, examples of different EPR strategies in North America, and on a more local level as well. Some presentations applied EPR strategies to the Hamilton area, which were incredibly beneficial presentations. The keynote speaker, Richard Koroscil provided an in-depth look on The Big Move, and specifically the benefits that Hamilton will derive from it. He also spoke on how Hamilton can deal with the transportation challenges it faces. The lunchtime keynote speaker, Marco Jungbeker, provided a different point of view on the similar issues of Transportation Infrastructure.

Overall, the 2011 Transportation Summit was well received by all participants and attendees. At future Summits, efforts to improve note taking and recording of results would be a benefit. Many group discussion transcripts were incomplete. Tying in future Summits to their immediate predecessor events is an effective way to bring continuity for those who have been loyal attendees. Unique and timely topics will help to be relevant and to attract new potential attendees. Widening the invitation list further into the community will also inject new thinking and interesting ideas.



Transportation Summit 2011 - EPR Summary Report

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Transportation Summit 2011 - EPR Summary Report

1. Introduction

The fourth annual Transportation Summit took place at the Sheraton Hotel on Wednesday March 9th, 2011. The event was organized by the City of Hamilton and brought various community groups, employers and city staff together for a day-long look at the potential for Environmental Pricing Reform (EPR) in the City of Hamilton. The Summit consisted of a series of presentations and a group breakout session, which dealt with various EPR issues in Hamilton.

The purpose of the Transportation Summit is to:

- Showcase the City's transportation initiatives, including walking and transportation demand management;
- foster discussion between organizations and between City departments;
- promote collaboration between city and community stakeholders, related to transportation issues and solutions;
- generate innovative ideas and demonstrate connections between projects and departments;
- build on previous workshops to find solutions for the wide-range of transportation issues facing the City of Hamilton.

1.1 2011 Theme: "Environmental Pricing Reform"

Environmental Pricing Reform (EPR) can be explained as using pricing to change behavior of individuals for environmental and economic gains. The City of Hamilton faces many particular issues due to the decline of the downtown. EPR, if used properly, would aid the city environmentally and financially, and could help build a stronger economic downtown core. If the aim is to get people using economically and environmentally feasible modes of transportation, EPR can be a powerful tool, as price is an extremely powerful motivator in choosing a transportation mode.

Commuters generally react negatively at the mention of pricing or tolling of public infrastructure. What is not realized is that methods of EPR are already commonly used, including electricity and water consumption rate charges. More complex examples that are commonly used in cities include water, sewage and stormwater rates, development charge methods, road pricing, user fees, parking pricing, and land value taxation approaches.

Some EPR strategies that could be utilized in the Hamilton area are:

Road Pricing: Implementing tolls on roads in the outer city would generate revenue for the upkeep of the roads themselves, as well as encourage the use of other means of transportation;

Fuel Taxes: Fuel Taxes reduce the amount of unnecessary trips, while providing incentive for employers to locate their businesses in densely populated areas, that are easily accessible;

Transit Investments: If road pricing and fuel taxes are implemented, it is necessary to provide the public with other affordable transportation options. Investments in transit would increase ridership, while keeping costs low;

Parking Pricing: Putting prices on parking in the outer shopping and employment centres will make the downtown more competitive with these suburban "big box" developments;

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Development Cost Charge Adjustments: Incentives should be provided for development in denser areas of the city;

Property Tax Adjustments: Currently Hamilton's property taxes promote developments in the smaller communities with no access to transit. This should be reversed to increase development in the downtown and densely populated centres, which are already served by transit.

1.2 Previous Summit Themes

Previous summits have focused on transportation demand management, cycling, rapid transit, the elements of a liveable city and other relevant topics. Last year's summit focused on pedestrian initiatives and included delegates from a broad spectrum of groups. Action items and next steps for creating a culture of walking in the city were suggested and examined by the attendees.

2 Communications

2.1 Invitees

Invitations to the 2011 Transportation Summit were extended to the following broad categories of people in the City of Hamilton:

- Anyone invited to previous Summits, including the Mayor, city councilors, City of Hamilton staff and representatives from local stakeholders, including McMaster, Mohawk and Environment Hamilton;
- Representatives from the Transportation Management Association partner employers;

2.2 Website

A public website was created at to promote the event, and enable those not attending to understand the goals, discussion and outcomes of the summit. A copy of all material from the day, including presentations, is hosted on the site.

The site can be found at: <http://tinyurl.com/hamiltonsummit2011>

2.3 Speaker's List

The 2011 Transportation Summit featured two keynote addresses. The first came courtesy of **Richard Koroscil**, the President of Hamilton International Airport, speaking about "The Big Move" and transit infrastructure, and how to meet transportation challenges in Hamilton. The second came courtesy of **Marco Jungbeker**, from Siemens Canada, who spoke about Siemens Complete Mobility in the Greater Toronto and Hamilton Area, and if Hamilton is at risk in terms of its transportation infrastructure.

Other speakers on the day spoke to current city initiatives and projects, various grass roots programs, and concepts and policies that help support EPR as a viable option for the city's future.

The email template sent to prospective speakers is below.

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Hi [Insert speaker name],

On Thursday March 10th, 2011 or Thursday March 24th, 2011 the City of Hamilton will be hosting its 2011 Transportation Summit.

The Transportation Summit is a forum for discussion and collaboration on transportation issues within the City of Hamilton. Representatives from City Council, City departments and community organizations are invited to attend the full day event. The Transportation Summit highlights current City transportation initiatives, fosters discussion and relationships between departments, encourages new ideas and solutions for transportation issues and develops action strategies to move forward.

This year's theme for the Transportation Summit is "Environmental Pricing Reform", which will explore road tolling in the city, as well as other topics related to environmental pricing. It would be great if you would join our agenda as a speaker, giving a presentation on [insert presentation topic].

Please let us know if you are available and we can discuss further details.

Best Regards,

3 Summit Schedule and Presentation Overview

Copies of all presentations are available on Transportation Summit 2011 summit website in Section 2.2

3.1 Summit Overview

Robert Norman acted as the MCs for the Transportation Summit. Mayor Bob Bratina, provided opening remarks followed by messages from City Manager Chris Murray, and Senior Director Geoff Rae. Alan Kirkpatrick then reviewed past summit results. This was followed by Peter Topalovic, who outlined the overall goal of the Summit of exploring opportunities to implement EPR, and how it could benefit Hamilton. Presentations followed this, which are discussed in more detail below.

A breakout session was also included in the Summit. Ten groups each explored and discussed an assigned topic and question. These dealt with different issues and ideas involving EPR. The questions and the subsequent discussions are discussed in detail in Section 3.

A copy of the agenda for the event is available in *Supplement A: Agenda*.

3.2 Keynote Address: "The Big Move and Transit": Infrastructure: Meeting Transportation Challenges in Hamilton

Richard Koroscil, President of Hamilton International Airport, gave a presentation highlighting The Big Move, and the impact it will have on transit connectivity in the GTHA. Specifically, he provided insight into the 'Ten Strategies' that can be used to transform the region, and the nine priority "Big Moves", that need to take place to do this. He noted that Hamilton's biggest challenges are that there is not enough awareness or advocacy on the issues. To generate momentum, there needs to be an increase in both.

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3.3 Road Pricing in North America and Other Jurisdictions

Martin Colliers of Transport Futures, spoke about how congestion problems currently experienced in Southern Ontario came to be, and how road pricing could be used to help reduce it, while providing a source of revenue for infrastructure investment. Mr. Colliers explained that most of the growth within the GTA during the 19th Century was predominantly automobile dependent, single-detached homes. Large investments to build, maintain and expand the road network are still continuing from various levels of government. Using road pricing would allow for cost-recovery, and decrease driver usage, thereby extending the lives of these networks. He highlighted provincial transportation policies, and how they allow for road pricing, but how it has not been implemented, apart from the 407. Road pricing is described in the presentation as:

"Adhere[ing] to the basic economic principle that consumers should pay directly for the costs they impose as an incentive to use resources efficiently".

Various road pricing models exist, including priced highways, priced zones, and fully priced networks. As well, various technologies that can be used in road pricing that do not impede the flow of traffic.

3.4 Moving Forward in Hamilton: Transportation, Sprawl and Environmental Pricing Reform

Dave Thompson and Andrew Bevan of Sustainable Prosperity gave a presentation on what EPR strategies are applicable to Hamilton, and what opportunities we have to implement them. They said that strategies such as road pricing, parking pricing, development cost charges adjustments, property tax adjustments, transit investments, and fuel pricing all could be applied to the Hamilton area and could be successful. They also noted that although EPR may seem to be an extra cost to residents, in the long run it ends up being more economical for residents in the long term. Thompson's and Bevan's views on EPR, and how they have applied it to Hamilton is greatly beneficial to the City, and provides a starting point to any future EPR endeavors.

3.5 Lunchtime Keynote: Siemens Complete Mobility in the Greater Toronto and Hamilton Area: Is Hamilton at Risk in terms of the state of its Transportation Infrastructure?

Marco Jungbeker, of Siemens Canada, delivered the Lunchtime Keynote regarding complete mobility in the GTHA. Complete mobility is "a system that moves people and freight by developing sustainable, efficient and user-focused infrastructure that offers a high level of service and is safe, reliable and environmentally friendly for cities, metropolitan areas and major hubs". Based on two studies, mobility was seen as the biggest challenge that 25 global cities were facing, while from a Canadian perspective transportation infrastructure was viewed as the most important component to attracting investment. The presentation goes through the transportation plan for the GTHA and finally some quick wins that could aid the Greater Toronto and Hamilton Area in successfully implementing sustainable transportation systems. Hamilton's challenges are highlighted as well, and how the plan can aid in overcoming them.



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3.6 *Water and Transportation: Environmental Cross-implications and Public Policy*

Dr. Gail Krantzberg, Director of the Centre for Engineering and Public Policy at McMaster University, spoke on how transportation and water cannot be seen as two separate issues, although right now there is a disconnect when dealing with both. She spoke on how in the coming years, there will need for larger infrastructure investments due to deterioration of existing systems.

Also highlighted is how our water resources are used for many different purposes. Krantzberg spoke on how tourism brings in a significant amount of revenue for Ontario, and how without it, a large deficit could emerge. This was spoken about to point out that it is necessary to keep our water in good condition, not only for the purposes of transportation, but for other environmental and recreational reasons, among many others.

3.7 *A Sustainable Stormwater Financing Approach*

Jean Haggerty, Water Resources Program Manager at AMEC Earth & Environmental Inc., provided a presentation on Stormwater Systems. The presentation was focused on how if we move towards more sustainable, environmentally conscious stormwater systems, not only will there be decreased stress on the environment, but they are also more financially responsibility. Using the case study of Fort Worth, Texas, Haggerty details a city that once had many flooding issues, become an environmentally and financially conscious city through due diligence to create a functional storm water system.



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4 Workshop Topics, Questions and Results

Attendees were divided up into small groups for round table discussions on ten questions related to the theme of the Summit. A facilitator sat with each group to act as chair and take notes on the discussion. Below are summaries and highlights of the responses to each question.

Topic 1: Hamilton Priority Transportation Challenges and Opportunities

Question: What are the challenges and opportunities? Which should we act on?

Responses: No record from group 1 received

Topic 2: EPR, stakeholder engagements and public communications

Question: What are the challenged and opportunities? How should we proceed?

Responses:

- Education, awareness, understanding
 - Bottom-up education
- Process: Pilot testing
 - Find out what the public wants/needs
 - Campaign explaining costs (e.g. nutrition label = cost label)

Notes:

- Opportunities: How can we proceed
 - EA process to follow, use all tools available
 - Environmental school curriculum
 - Pilot –multiple sites, based on true costs
 - Municipalities in GTHA and other larger (>500 employees) provide a service that would help find spaces of new city employees
 - Jobs & child care
 - Find out how/why parents of young children could relocate to downtown/urban centres out of suburbia
 - Family support for working mothers is one of the reasons why a working parent would not move to a municipality where they work, especially if working in a specialized profession
- Challenge:
 - dislike of taxes
 - poverty barriers
 - explaining vision
 - mistrust of use of money
 - fear of loss of control
 - variation of communities
- Opportunities:
 - feedback
 - engage councillors
 - stakeholder group
 - personal experience
 - find out what taxpayers want
 - evaluate public opinion



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- focus on health
- discuss relationship between quality of life and stopping sprawl
- continue to develop environmental curriculum
- Communicating EPR: Tell a story about what EPR can achieve
 - Make it practical and personal
 - Identify benefits to environment and health for present and future generations
 - Understanding of "What's in it for me?"
 - Community consultations, identify fears and concerns
 - City Hall, social media, ad campaigns, plain English description
- 1. Dot ideas, 2. Gather ideas (group common ideas), 3. Sort ideas (place ideas on a matrix), 4. Vote ideas, 5. Review top ideas, 6. Put all ideas in spreadsheet (ideas to work on)
- "Teach the children"
- Show and educate the true cost, show the impact of cost
- Work at ways to reduce the negative through a positive approach

Topic 3: Gas tax and revenue sharing enhancement

Question: Could Hamilton proceed in the area identified? Why and why not? If so, how?

Responses:

- Put money into brownfield development
 - Mixed use, housing/employment/arts/culture, greening brownfield, change in subsidies to Environmental Pricing
 - Increase availability of mass transit
- Revitalize Downtown core
 - Car free area, pedestrian friendly (urban park), encourage linked transportation systems, active transportation
 - Revitalize Waterfront/Harbour
- Bring in new industry/business

Notes:

- Increase the D.C.'s, but keep them competitive within the region
 - Don't want to discourage new development
- Increase taxes to commercial/retail sites (big box)
 - Don't support living wages and take up excess land for parking
- Goods are coming through Hamilton, not to Hamilton
- What is missing? – Build on what we already have (e.g. a food terminal)
- Focus on where things are going – direction of the city
- Yes – use gas tax
- Further build up "gateway" city
 - Choose parts of downtown core (e.g. pedestrian city – promenades)
- Are we getting the right allocation?
 - Are we getting our fair share?
 - Hamilton is an intermodal community, therefore should get more money
 - What are we doing vs. what we want
 - So should we use this to support an intermodal community
- Is industry really landing "here" in Hamilton



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Topic 4: Parking Pricing in Hamilton: Encouraging SOV alternatives while protecting downtown

Question: Could Hamilton proceed in the area identified? Why and why not? If so, how?

Responses:

1. Block pricing for on-street parking (permit parking)
2. Parking pricing by zone around downtown
3. Divert parking revenue to transit improvements
4. Employer charge for parking – encourage incentives/alternatives
 - a. Flex pass, carpool, cashing out

Notes:

- Permit parking – lower city regulations, permits up to 5 vehicles
- Revisit regulations – limit vehicles or increasing permit pricing for each additional vehicle
- Residential block pricing for on street to gather support for transit (funding)
- Must have the transit infrastructure in place to adequately address parking as the alternative is in place
- Free parking in downtown
- Parking revenue diverted to transit improvements – important for further investigation
- Employers to charge employees for parking
- The purpose of the municipal parking system should be completely reconsidered – role of the municipality in parking?

Topic 5: Sprawl – Property tax restructuring

Question: Could Hamilton proceed in the area of property tax restructuring and area rating? How do we do so?

Responses:

- Equalized taxation
 - User fees to drive change
- Board of Control
 - "Executive Committee", city-wide mandate

Notes:

- Yes we could, but it has to do with politics
- Need the mayor to be the #1 ally
- There is nobody representing the entire city – no city vision
- Wardism, NIMBYism
 - There used to be a "board of control"
- Were elected by council to represent the city as a whole, set agenda
- Other cities have a board of control
 - E.g. Toronto – no intensification along Danforth subway
 - Without density, no justification for the subway
 - Area rating?
 - Good thing, needs to be aligned to long term goals, equalization of taxes
 - City's growth related strategy talks about more transit, denser communities, multi-modal transit, etc.
 - "Support the LRT, get more benefits by public transit"
 - it will end up paying for itself

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Topic 6: Road use pricing in Hamilton

Question: Could Hamilton proceed in the area identified? Why or why not? If so, how?

Responses:

- Some actions require provincial or regional action
- Fine tune city planning

Topic 7: Sprawl – Development cost charges

Question: Could Hamilton proceed in the area identified? Why or why not? If so, how?

Responses:

- Should DCC help pay for transit and stormwater infrastructure?
 - Yes, but make it revenue-neutral
- Could Hamilton proceed with DCCs to help pay for transit/stormwater infrastructure?
 - We already do, but the allocation of funds received should be revisited and reprioritized

Notes:

- DCCs are lower than in other municipalities
- Industrial/commercial property taxes are high
- EPR should be revenue-neutral to stay competitive
- Expanded transit may improve property taxes
- DCCs cover roads and related transit, airport, fire, police, recreation, homes for seniors, POA, health and social services
- Downtown infrastructure already exists so DCCs should be lower than suburbs
- Needs to be co-ordinated at the provincial level

Topic 8: Municipal political process and EPR

Question: What are the challenges and opportunities? How could we proceed?

Responses:

- Baby Steps
 - Pilot projects, area ratings (pay real cost), HOV lanes, HOT lanes
- Council restructuring
 - Councillors at large, term limits, no more wards

Notes:

- Blue sky: de-amalgamation
- Challenge:
 - Fairness – where is the line? Should schools be user pay?
 - Influential special interests
 - Ward boundaries and political interest
- Baby steps:
 - HOV lanes, HOT lanes, area rating, pilot projects
- Research the costs of services
- Triple bottom line accounting
- Developers need to pay true costs developments
- Council needs to look at what's good for the whole community
- No wards anymore – councillors at large
- Term limits

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Topic 9: Hamilton's priority sprawl challenges and opportunities

Question: What are the challenges and opportunities? How could we proceed?

Responses:

- Changing our property taxes for equity purposes
 - Core lower taxes, suburbs raise taxes
- Politics – changing the “ward” system to a “citywide” representation

Notes:

- Challenges:
 - Culture of cars
 - Accessibility
 - Equality (low income migrate to suburbs)
 - Fear (people are afraid of taxes)
 - Assuming that the incentive is financial
- Opportunities
 - EPR is a positive tool for decreasing sprawl
 - In the long term “pay as you use” system will go a long way to lower costs
 - EPR pricing should be integrated at subdivision stage (e.g. include in purchase agreements)
 - Changing our property taxes for equity purposes
 - Downtown lower taxes, suburbs raise taxes
 - Politics – changing the ward system to a control board

Topic 10: Vehicle Pricing

Question: Could Hamilton proceed in the area identified? Why or why not? If so, how?

Responses:

- General agreements about user pay principles
- Users need to see where money is going
- Province is best administration unit
- Public education an important concept

Notes:

- Parking fees – if it went to transit it would be useful
- Parking fees should be consistent, big box parking
- Huge tax on unused surface parking, but currently not sufficient
- Advocate that revenue being collected is going to what they are intended to
- Ridership is not what it is in Toronto, Hamilton penalized
- Broader look required to allow local scenarios to match current scenarios



Transportation Summit 2011 - EPR Summary Report

5 Conclusions and Recommendations

The 2011 Transportation Summit continued the success of the previous three summits and demonstrated the broad interest and importance of transportation issues amongst the citizens of the City of Hamilton. Many previous attendees returned this year, while newcomers made valued contributions to the conversations of the day. Connecting the topics and conclusions from previous summits ensured the continuity of the annual event. Raising new issues and having a self-contained topic kept the discussions fresh, timely and accessible to newcomers.

One small schedule change resulted from the feedback and observation collected in 2010. It was observed that many attendees left after lunch to attend other commitments. To help gain insight from individuals falling into this category the 2011 installment saw the majority of discussion take place before the lunch break, in order to incorporate these individuals into the discussion.

The following are the compiled overall results of the discussions, which highlight the major conclusions to be drawn from the day:

1. EPR could be difficult to implement due to competition with surrounding municipalities;
2. Need to use existing policies that are already in place to implement EPR ideas;
3. Implementing parking fees needs to be done carefully in order to not cause detrimental affects to the downtown;
4. Demonstrating that EPR is a method of being financially and economically responsible could generate buy-in from the community, and help generate support for such methods;
5. There exists a need to educate the public about the fact that roads are infrastructure, no different from water or electrical systems. Like these systems, it should be paid per use;
6. There is the challenge that our current society is predominately dependant on cars. This will not change in the near future;
7. Need municipal and provincial support;
8. Revenue that is collected needs to be reinvested into a relevant source. For example, a municipal gas tax should be put towards transportation infrastructure, services, or similar.
9. EPR is something that needs to happen to help ensure that infrastructure is sustainable and well maintained, however implementing in the current timeframe poses many challenges, such as overcoming public resistance to it;
10. Changes to DCC's may not work as intended, as they are already lower in surrounding municipalities. It would be difficult to proceed independently on it, and it may be more of a regional effort in order to make it feasible and work as intended.

Overall, attendees responded positively that EPR would benefit Hamilton greatly in the future, in part, to ensure that we can become a more sustainable City. It was noted however, that there are many barriers to implementing any EPR strategy, the largest being public perception against a new fee, especially when they feel it is a public good. Education needs to occur so residents can see that overall EPR is more financially responsible and sustainable.



Transportation Summit 2011 - EPR Summary Report

Supplement A: Agenda

Wednesday March 9th 2011 | 8:00 am – 3:15 pm | Sheraton Hotel Hamilton, Main Ballroom
 Master of Ceremonies: Rob Norman, Director, Strategic Planning, Public Works

8:00 am	Registration and Continental Breakfast
8:30 am	Greetings from Bob Bratina, Mayor
8:35 am	Message from the City Manager Chris Murray Message from Senior Director Geoff Rae Public Works - Environment and Sustainable Infrastructure Division
8:45 am	Review of Past Summit Results Alan Kirkpatrick, Manager, Transportation Planning, Public Works
9:00 am	Key Concepts and Overview of the Day Peter Topalovic, Project Manager – Transportation Demand Management, Public Works
9:10 am	Keynote Address: The Big Move and Transit Infrastructure: Meeting Transportation Challenges in Hamilton Richard Koroscil, President of Hamilton International Airport
9:50 am	Road Pricing in North America and Other Jurisdictions Martin Collier, Transport Futures
10:25 am	Health Break and Networking
10:40 am	Environmental Pricing Reform: Opportunities for Hamilton Dave Thompson & Andrew Bevan, Sustainable Prosperity
11:15 am	Workshop: Next Steps for EPR in Hamilton Workshop will take place in the breakout room adjacent to the ballroom
12:00 pm	Lunch Break and Networking
12:20 pm	Lunch Keynote: Siemens Complete Mobility in the Greater Toronto and Hamilton Area: Is Hamilton At Risk in terms of the state of its Transportation Infrastructure? Marco Jungbeker, Siemens Canada
1:20 pm	Water and Transportation: Environmental cross-implications, and policy similarities and differences Gail Krantzberg, Director, Centre for Engineering and Public Policy, McMaster University
1:50 pm	Sustainable Stormwater Systems Review – Removing Reliance on Volatile Potable Water Revenue With Impervious Surface Fees; lessons for transportation Jean Haggerty, AMEC Consulting
2:20 pm	Afternoon Health Break and Networking
2:30 pm	Panel and Plenary Discussion – Martin Collier, Dave Thompson, Gail Krantzberg, Jean Haggerty
3:00 pm	Closing - Peter Topalovic



Memorandum of Understanding with Sustainable Prosperity



Hamilton

Gerry Davis, CMA
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905 546 4481 (Facsimile)

July 5, 2011

Mr. Andrew Bevan
Executive Director
Sustainable Prosperity
University of Ottawa
555 King Edward Ave
Ottawa, ON K1N 6N5

Dear Mr. Bevan,

This letter confirms that the City of Hamilton is willing to continue to engage with Sustainable Prosperity in its project exploring sustainable urban design and environmental pricing reform.

This letter in no way indicates a commitment of funding, but rather an interest in further exploring ideas and options

Yours truly,

A handwritten signature in black ink, appearing to read 'Gerry Davis'.

Gerry Davis, CMA
General Manager
Public Works Department

Gerry.Davis@hamilton.ca

cc: Al Kirkpatrick, Manager, Transportation Planning
Peter Topalovic, Project Manager, Transportation Planning