



List of Delegations

**Wednesday, February 25, 2026
1:00 PM**

Henry Baker Hall, Main Floor, City Hall



OFFICE OF THE CITY CLERK

**City Council
List of Delegations and Communications
Wednesday, February 25, 2026**

CR26-1 Arcola East Community Association Garden Lease - Maka Park

DELEGATION

DE26-1 Crystal Mitchell, Arcola East Community Association, Regina, SK

CR26-11 Official Community Plan Growth Plan Review

DELEGATIONS

DE26-2 Stu Niebergall, Regina & Region Home Builders' Association, Regina, SK

DE26-3 Evan Hunchak, Bright Communities, Regina, SK and Mark Geiger, Skyview Developer & Owner of Skywood community lands, Regina, SK

DE26-4 Darryl Lucke, Harbour Landing West Developments, Regina, SK

DE26-5 Vanessa Mathews, Regina, SK

DE26-6 Blair Forster, Forster Harvard Development Corp., Regina, SK

COMMUNICATIONS

CP26-1 Jason Carlston, Dream, Regina, SK

CP26-2 James Elliott, Regina, SK

CP26-3 Carmelle Beaudry, Beaucorp Ventures Ltd., Regina, SK

2026-12 The Regina Transit Fare Amendment Bylaw, 2026

DELEGATIONS

DE26-7 Terri Sleeva, Regina Citizens Public Transit Coalition (RCPTC), Regina, SK

DE26-8 Dylan Morin, Regina, SK

DE26-9 Sheena Gordon, Regina, SK



OFFICE OF THE CITY CLERK

- DE26-10 Atticus Kolody-Watt, Better Bus Youth, Regina, SK
- DE26-11 Florence Stratton, Regina, SK
- DE26-12 Mandla Mthembu, Regina, SK
- DE26-13 Thabang Mthembu, Regina, SK
- DE26-14 Kelly Montgomery, Regina, SK
- DE26-15 Ted Jaleta, Regina Public School Division, Regina, SK
- DE26-16 Ellen McLaughlin, Regina, SK
- DE26-17 Emily Eaton, Regina, SK
- DE26-18 Vanessa Mathews, Regina, SK
- DE26-19 Madi Massier, Regina SK
- DE26-20 Rebecca Granovsky-Larsen, Regina SK

COMMUNICATIONS

- CP26-4 James Elliott, Regina, SK
- CP26-5 Sukhwinder Gainda, ATU588, Regina, SK
- CP26-6 Cory Cesselli, Regina, SK
- CP26-7 Ryan Bast, Regina Catholic School Division, Regina, SK
- CP26-8 Shawn Koch, Regina, SK

As an Arcola East Community Association representative, I'm advocating to build the first community garden in our Arcola East neighbourhood. After several years of working with the City of Regina, we've found an ideal location in our neighbourhood. The community garden location is planned for a portion of MAKA park, where Dream Developments is currently installing a large park in the new Eastbrook neighbourhood. In addition to the community garden, Maka Park features a cycling pump track, play structure space, toboggan hill and an expansive green space for activities.

The community garden will feature 98 garden plots, including 12 accessible raised planters. Construction is scheduled for this spring.

Our association is excited to offer a garden to our community members. It's a wonderful way to promote increased physical activity and mental well-being, while fostering a sense of community and inclusivity across cultures and generations.

Thank you.

Submitted By

Crystal Mitchell, Arcola East Community Association, Regina, SK

Regina & Region
Home Builders'
Association



100-1801 MacKay Street
Regina, Saskatchewan, S4N 6E7

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s.niebergall@reginahomebuilders.com
www.reginahomebuilders.com

February 25, 2026

City Council
City of Regina
Queen Elizabeth II Court
Regina, SK, S4P 3C8

Subject: **Growth Plan – Support for Advancement with Continued Industry Consultation**

Dear City Council,

On behalf of the Regina & Region Home Builders' Association (RRHBA), I would like to thank Council and Administration for the significant work undertaken to complete the City's Growth Plan Review and the accompanying policy and mapping amendments.

We recognize the complexity of this exercise and appreciate the City Administration efforts to better align long-term growth with infrastructure capacity, financial sustainability, and changing market conditions. The revised framework provides greater structure, improved clarity, and a more deliberate approach to sequencing growth than has existed in the past.

Our Associations endorses the new Growth Plan. We look forward to continuing our collaborative working relationship with the City of Regina as the new Growth Plan moves from policy adoption to implementation

The RRHBA remains committed to working constructively with City Council and Administration as this plan is implemented. We believe that continued engagement will help ensure the Growth Plan delivers the **best possible outcomes for the City, the development industry, and the citizens of Regina.**

Thank you again for the opportunity to provide input and for your leadership on this important initiative.

Thank You,

Stu Niebergall
President & CEO



February 20, 2026

City of Regina

2476 Victoria Avenue,
Regina, SK S4P 3C8

EMAILED

Attention: Deborah Bryden, Deputy City Manager

EX26-11 Official Community Plan Growth Plan Review - Comments on behalf of Skywood

Good afternoon Mayor Bachynski and Members of City Council.

My name is **Evan Hunchak**, and I am here today together with **Mark Geiger**, my business partner of the Skywood lands in northwest Regina.

Thank you for the opportunity to provide written correspondence regarding the proposed OCP Growth Plan. We are writing respectfully but urgently to request **one modest amendment** to the plan:

That Skywood be moved from “Short-Term, Tier 3” to “Short-Term, Tier 1.”

This request is based on **historical approvals, fairness, technical feasibility, and the City’s own past policy framework.**

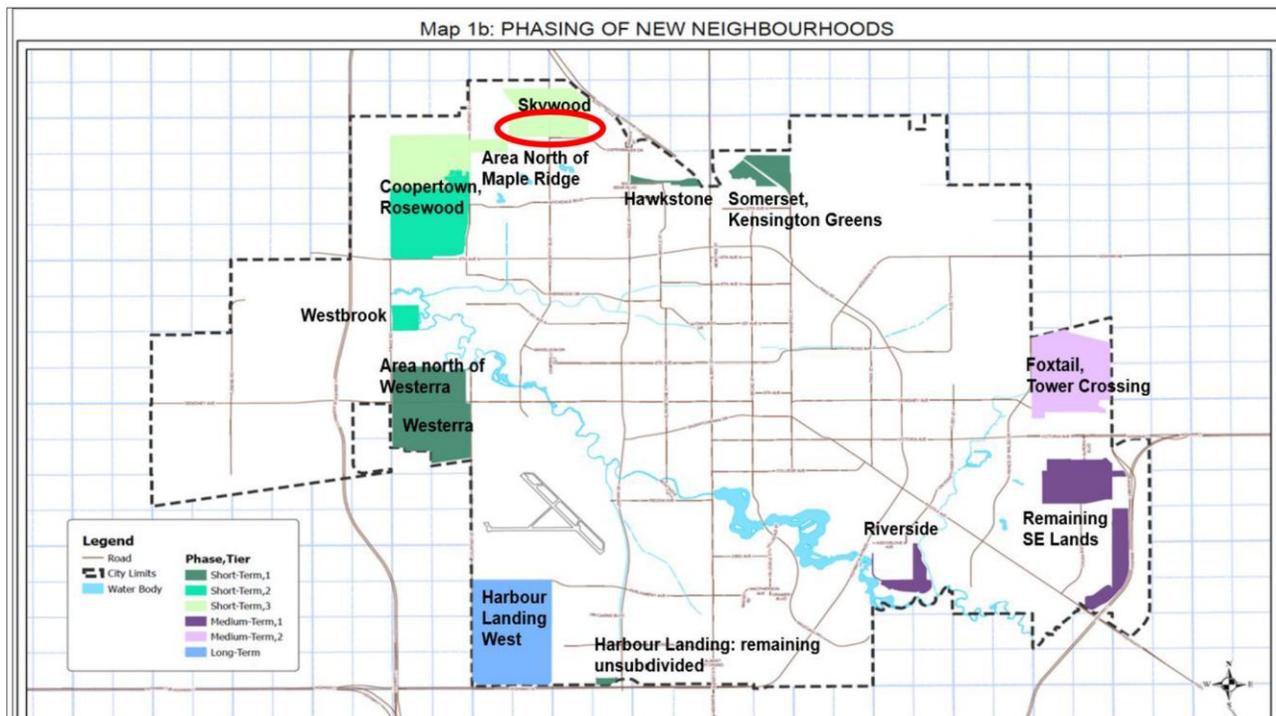


Figure 1: Proposed Phasing excluding Skywood (identified Short Term, Tier 3)

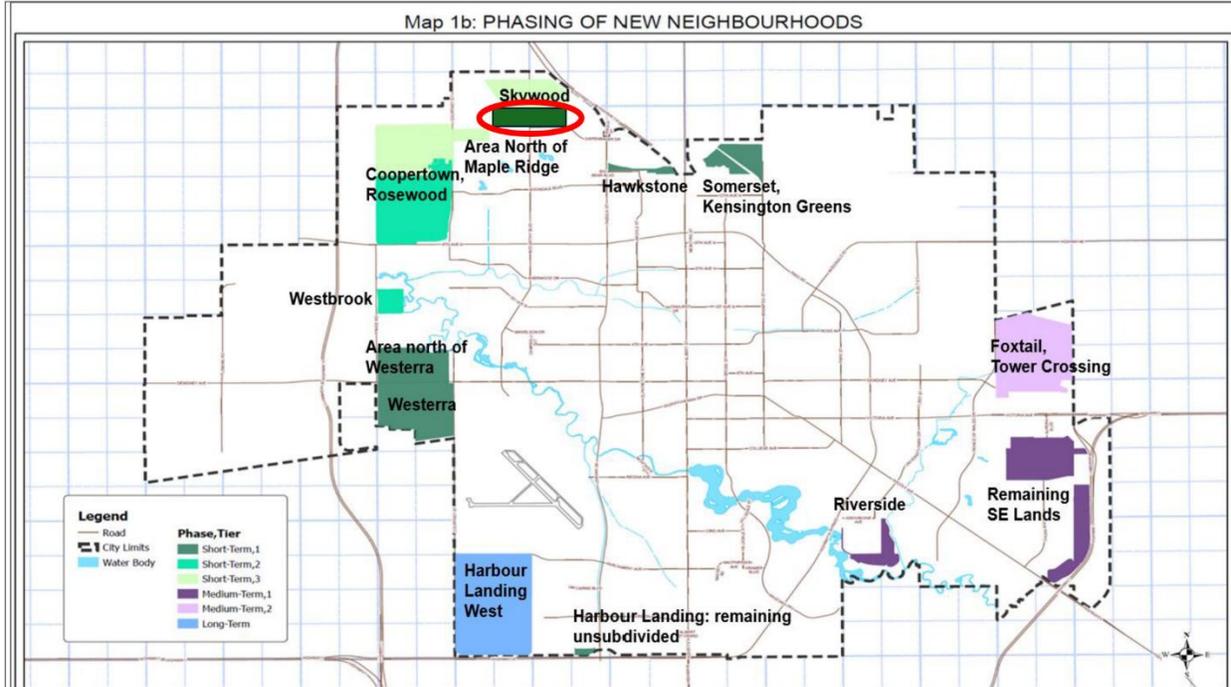


Figure 2: Proposed Amendment to Phasing Including Skywood as Short Term, Tier 1

1. Skywood Has Formal Approvals That No Other Neighbourhood Possesses

Skywood is the **only neighbourhood** in the Growth Plan that:

- has an **approved concept plan** (March 23, 2015),
- has approximately 28 acres of **approved zoning** for residential homes (March 23, 2015),
- was originally designated as a **Phase 1 neighbourhood** (June 19, 2014),
- was later moved to **Phase 2** (December 14, 2015), and
- is now proposed to be delayed again as **Short-Term, Tier 3**.

No other area with this level of approval has been demoted in timing (additional details are given in Appendix A).

To our knowledge, Council has never passed a motion rescinding Skywood's concept plan.

If such a decision occurred, we respectfully request the meeting date and resolution number so we may review it.

These approvals remain active, and historically they were granted because Skywood was in the original **Phase 1 sequencing** under:

1. *Design Regina OCP* (2013)
2. *Interim Phasing & Financing Plan* (2014)



The City required lands to be “in sequence” before approving concept plans. Skywood met that bar. Skywood earned that status.

These approvals should carry weight today in regards to an allocation for wastewater.

2. Skywood Is the Only Neighbourhood Whose Timing Worsens Under the New Plan

Every other area in Regina either:

- maintains its relative timing, or
- moves forward.

Skywood is the **only** neighbourhood that:

- is **demoted**,
- waits longer than before, and
- loses development rights relative to its historical position.

Some East Regina lands—long considered Phase 3—are now advanced ahead of Skywood, despite:

- no approved concept plans,
- no zoning,
- and no historical Phase 1 designation.

Skywood is the **only neighbourhood with established approvals being pushed backward**.

3. The Past Demotion Was Political, Not Technical

In 2015, Skywood was moved from Phase 1 to Phase 2 because the landowner was unable to front-end approximately **\$14 million** for a new school site.

This was a **political decision**, not an engineering one.

The servicing logic never changed.
The topography never changed.
The catchment never changed.

Only the **allocation of the school site** changed—and Skywood was set back because of it.

We accept that history. But it should not be used to justify **another multi-decade setback** today.



4. The Proposed Delay Is Not 5–7 Years; It Is Effectively 30+ Years

City Administration suggested Skywood may proceed in “5–7 years” through the future Coopertown Trunk.

With respect, this is **not grounded in financial or technical reality**:

- The Coopertown Trunk is an **\$80M+ project**.
- Gravity feasibility has not been demonstrated; prior studies questioned whether the route can work.
- The City does not have the debt capacity to build a 7 km trunk across undeveloped farmland.
- A smaller landowner cannot front-end tens of millions waiting decades for recapture.

It is far more honest to acknowledge that Skywood, as proposed in Tier 3, is **not 5–7 years away—but 30 years or more**.

5. Skywood Fits the City’s Phasing Principles Better Than Any Other Delayed Area

Skywood is prepared to:

- **Use the existing Rochdale system** through feasible interim engineering solutions if required (including in-line storage, which the City has allowed i.e. Costco in Aurora).
- **Pre-pay the Northwest area-specific SAF rate** immediately.
- **Design its system to connect to the Coopertown Trunk in the future.**
- **Not request additional City debt capacity** to service its lands.

This is **exactly** the type of “principled sequencing” the OCP calls for:

- orderly growth,
 - servicing feasibility,
 - minimized debt,
 - flexibility for future connections.
-

7. Leaving Skywood in Tier 3 Will Impose Near \$30 Million in Economic Harm

This decision has real-world impacts:

- Skywood’s land value is poised to drop by **90%**.
- Remaining in Tier 3 will push the value from approximately **\$31 million to \$3 million**.
- This is a loss of **\$28 million** borne by one landowner—and by no one else in the city.

No other neighbourhood faces this magnitude of harm under the plan.



8. Our Request to Council

We respectfully ask Council to amend Map 1b to:

Reclassify Skywood’s 206 acres from “Short-Term, Tier 3” to “Short-Term, Tier 1.”

This is:

- fair,
- technically feasible,
- cost-neutral for the City,
- aligned with past approvals,
- aligned with OCP principles, and
- the only path that avoids disproportionate harm to a single landowner.

We are not asking for a favour.

We are asking for **fair, equal, principled treatment** under the policies the City has adopted.

Thank you for your consideration. We welcome any questions Council may have.

Sincerely,

Evan Hunchak, P.Eng.

Bright Communities Ltd., President
M + 1 306-570-3826
4701 Harbour Landing Dr.
Regina, Saskatchewan S4W 0B7

Mark Geiger

Skyview Developer & Owner of Skywood



Appendix A – Skywood Past and Current Approvals

A general timeline of City Council decisions are as follows:

1. Design Regina OCP adopted Dec 16, 2013
2. Interim Phasing & financing Plan adopted June 9, 2014 – **Skywood approved as a Phase 1 neighbourhood**
3. **Skywood Concept Plan Approval** March 23, 2015
4. **Skywood land use Zoning Approval** March 23, 2015
5. Northwest School Site Approvals July 27, 2015 – School Site Approval moved from Skywood to Rosewood
6. OCP Phasing Map Amendment Dec 14, 2015 – **Skywood demoted from Phase 1 to Phase 2**



Figure A1: Skywood Concept Plan Approval March 23, 2015

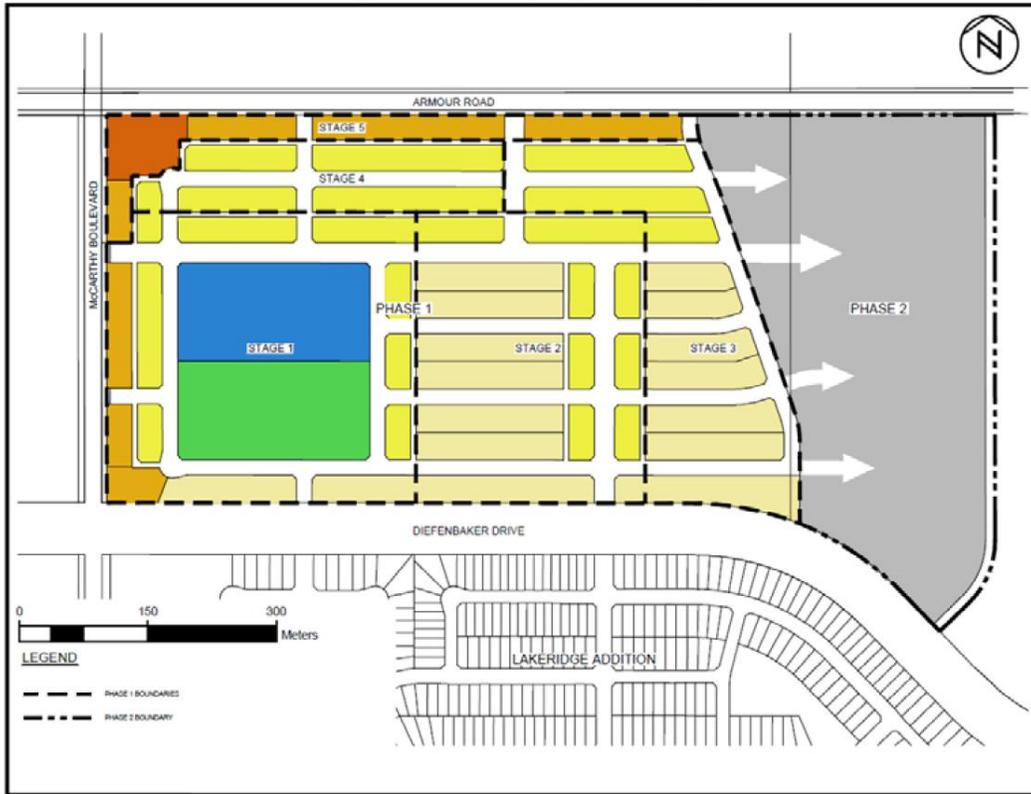


Figure A2: Skywood's Approved Phasing March 23, 2015

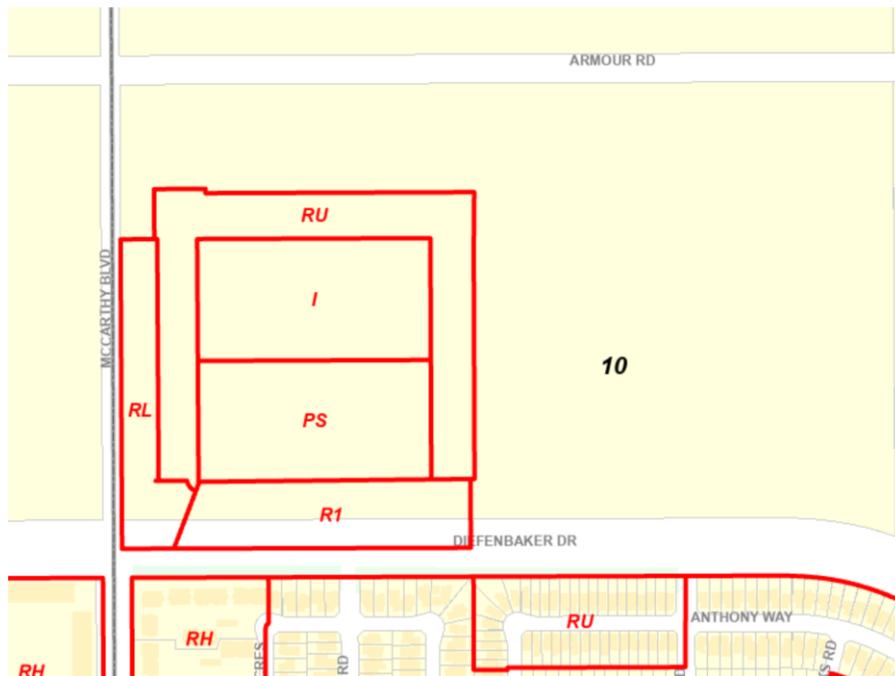


Figure A3: Skywood Zoning Approved March 23, 2015 (remains approved as of February 20, 2026)



MINUTES FROM THE MEETING HELD ON FEBRUARY 23, 2015

Councillor Barbara Young moved, seconded by Councillor John Findura, AND IT WAS RESOLVED, that the minutes for the meeting held on February 23, 2015 be adopted, as submitted.

PUBLIC NOTICE BYLAWS AND RELATED REPORTS

DE15-28 Cliff Geiger – Skywood Developments, Mark Geiger – Geiger Developments and Tom Williams – Walker Projects - Proposed Skywood Phase 1 Concept Plan (11-CP-05) and Stage 1 Zoning Bylaw Amendments

Pursuant to due notice the delegation was present.

The Mayor invited the delegation to come forward and be heard. Cliff Geiger, representing Skywood Developments, Mark Geiger, representing Geiger Developments and Tom Williams, representing Walker Projects addressed Council and answered a number of questions.

Pursuant to the provisions of Section 16(11)(c) of City Council's *Procedure Bylaw No. 9004*, this brief was tabled until after consideration of CR15-18, a report from the Regina Planning Commission respecting the same subject.

CR15-18 Regina Planning Commission: Proposed Skywood Phase 1 Concept Plan (11-CP-05) and Stage 1 Zoning Bylaw Amendments

Recommendation

1. That the proposed Skywood Phase 1 Concept Plan, attached as Appendix B-1 and Appendix B-2, be APPROVED.
2. That the following amendments to the Zoning Bylaw associated with lands within Stage 1 of the Skywood Phase 1 Concept Plan, as shown in Appendix C, be APPROVED:
 - a) That proposed Lots 1-8 in Block 1; Lots 1-16 in Block 9; and Parcel A be rezoned from UH-Urban Holding to R5-Residential Medium Density Zone;
 - b) That proposed Lots 1-12 in Block 2 and Lots 1-9 in Block 3 be rezoned from UH-Urban Holding to R1-Residential Single Detached Zone;
 - c) That proposed Lots 9-15 in Block 1; Lots 1-6 in Block 4; Lots 1-6 in Block 5; Lots 1-6 in Block 6; Lots 1-12 in Block 7; Lots 1-12 in Block 8, Lots 17-31 in Block 9, and Lots 1-4 in Block 10 be rezoned from UH-Urban Holding to DCD12-Direct Control District 12 Suburban Narrow Lot Zone;
 - d) That proposed MR1 be rezoned from UH-Urban Holding to I-Institutional Zone; and

- e) That proposed MR2 be rezoned from UH-Urban Holding to PS-Public Service Zone.
3. That the City Solicitor be directed to prepare the necessary bylaw to authorize the respective Zoning Bylaw amendment.

Councillor Mike O'Donnell moved, seconded by Councillor Jerry Flegel, AND IT WAS RESOLVED, that the recommendations of the Regina Planning Commission contained in the report be concurred in.

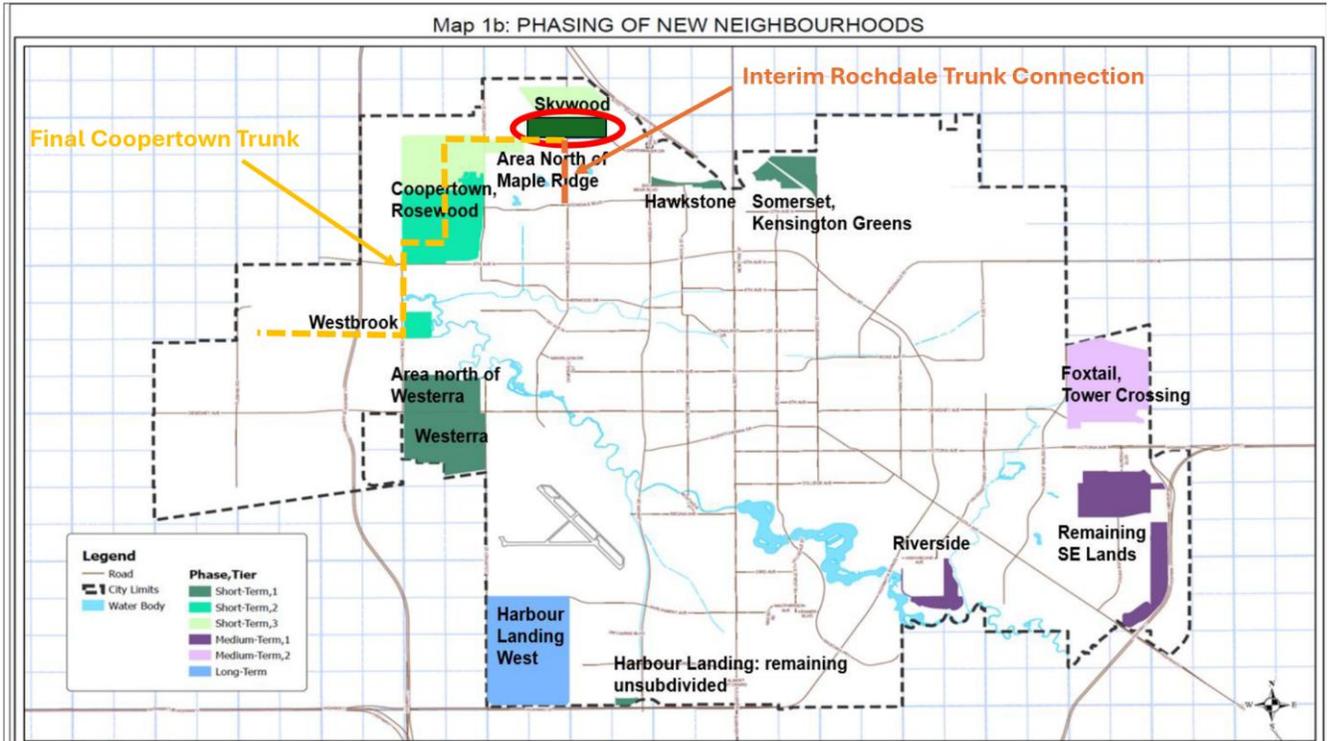


Figure A5: (McCarthy) Rochdale Trunk vs Coopertown Trunk Locations

To: Council of the City of Regina

Subject: Inclusion of a Statement Supporting Flexible Interpretation of the Community Growth Plan to encourage best practice review and investment.

Council,

I am requesting that Council adopt a clear statement affirming that flexibility is an essential component in the interpretation and application of the Community Growth Plan.

Rationale

1. **Economic and demographic conditions do not remain static.** A rigid or overly literal application of the Growth Plan risks delaying development, discouraging investment, and undermining council's broader objectives for economic expansion and housing supply.
2. **Infrastructure, land use, and servicing requirements can evolve rapidly.** Allowing measured flexibility ensures the City can respond effectively to market changes, new information, and project-specific constraints without compromising long-term planning goals.
3. **Flexibility strengthens—not weakens—planning integrity.** Clear guidelines paired with professional judgment and evidence-based evaluation allow administration and council to support projects that align with intent even if they diverge from prescriptive details.
4. **Developers and stakeholders can provide comprehensive business cases that may have overwhelming evidence to be in the best interest of the.** A statement of flexibility provides transparency about how the City evaluates proposals, reducing uncertainty and creating a more competitive investment climate.
5. **Housing Yield** – a critical piece of data seems to be minimized or missing from the growth plan, yet it was mentioned in several of the consultations. This criteria that also supports the flexibility with the plan, and is a critical component to applications for the Canadian Infrastructure Bank, and the Housing Accelerator Fund can be summarized as: “selecting infrastructure projects (water, sewage, waste) that directly enable the highest number of new homes, particularly focusing on increasing density, transit-oriented development, and affordable units, rather than just funding general infrastructure”

Submitted By

Darryl Lucke, Harbour Landing West Developments, Regina, SK

CR26-11 Official Community Plan Growth Plan Review

Good afternoon, Mayor Bachynski and Members of Regina City Council,

I am speaking to you today with significant concerns regarding the Official Community Plan Growth Plan Review (CR26-11) brought forward by administration to support Regina's future anticipated growth.

This growth plan review is intended to support growth over the next 25 years in part by linking infrastructure investments to new neighbourhoods. If the city was in a position where the established areas had significant intensification, I would be much more supportive of this review. Instead, what I read in this growth plan is a desire to continue with status quo development (outward growth) without aligning growth with the Energy & Sustainability Framework that was passed in 2022. The Energy & Sustainability Framework clearly outlines the need to direct population and commercial growth to established areas: "Adapt the City's growth plan to allocate growth as follows: 15% new population to city centre; 50% to intensification areas – specific zones along transit nodes; and 35% to new neighbourhoods" (p. xvi). I am unclear why we are not following this action in our current growth plan update.

The growth plan update is intended to guide growth in Regina from 2026-2051. This is a significant timeframe as it overlaps with the timeline of Regina's goal of becoming a 100% renewable city. While I understand that there needs to be improved knowledge of (and investment into) underground infrastructure in established areas, pushing off consideration of a higher intensification goal for five years (until the next update at minimum) doesn't take seriously the social, environmental, and economic benefits that will come from earlier and continued investment into intensification development.

I ask that Council consider the following points in their deliberation:

-#6 in Appendix A, the proposed policy change sets an intensification target of least 40% new housing units (30% of new population). This rate matches the existing OCP policy passed in 2013 but does not align with the target indicated in the Energy & Sustainability Framework passed in 2022 (65% of new population). The recent zoning bylaw changes throughout the established areas (as part of the Housing Accelerator Funding requirements) have shifted the regulatory environment, fostering greater ease in adding density to the core. The OCP growth plan should continue to support and encourage development in the established areas of the city directly through targeted growth as outlined in the Energy & Sustainability Framework. There is potential to link new neighbourhood development in greenfield sites to the achievement of minimum intensification thresholds.

-#9 in Appendix A, the target of 10,000 for the City Centre offers a clear goal regarding the vision of the area as a key area for future development. The proposed policy dilutes this goal by shifting the language to one of support rather than a measurable outcome. The residents and commercial enterprises currently residing in the Downtown depend on increased activity and investments for their viability. It is noteworthy to mention that the Downtown neighbourhood lost 36% of its population in the 2021 census (alongside many of our established neighbourhoods) and sits at about 47% parking. We will find out in the 2026 census if this loss has continued, but this does not feel like a good time to abandon specific goals to build a vibrant downtown. To return to the previous point, the Energy & Sustainability Framework targets 15% new population to the City Centre.

#10 - The current OCP indicates that Council has discretion to waive the requirements of being a complete neighbourhood and to achieve a density of 50 persons per hectare if there is a special case. The language of the proposed policy indicates that alignment must take place with the Community Priorities and broader goals of the plan. I encourage Council to consider whether any new neighbourhoods should be constructed without access to transit or local services and amenities. The addition of this language to create “clearer guidance” runs counter to the ideas set out across most of the City’s plans and frameworks. In my view, it is impossible to build a complete neighbourhood that doesn’t have the necessary density for transit, doesn’t provide service or amenities. The potential for a development to exist under these conditions should not be possible.

Thanks for your time and consideration,



Vanessa Mathews
Associate Professor
Geography & Environmental Studies
University of Regina
Resident of Ward 3



200 – 2100 Dewdney Avenue
Regina, SK S4R 1H2
ForsterHarvard.ca

February 23, 2026

City of Regina
2476 Victoria Avenue
Regina, SK. S4P 3C8

Attention: Office of the City Clerk

RE: **CR26-11 Official Community Plan Growth Plan Review**

Dear City Clerk:

Please accept this letter as our request to address council in support of CR26-11 Official Community Plan Growth Plan Review. For context, Forster Harvard owns approx. 400 acres of land within the city that is impacted by the recommendations in the report.

Firstly, I would first like to thank Deb Bryden and her team, especially Luke Grazier, for the work done to bring this report forward today. It is a complicated issue with a diverse list of impacting criteria and numerous divergent interests. The report before you finds a balance between all of this. No one got everything they wanted, but most got what they needed, and those who didn't were given the reason why, supported by facts and data. The consultation process with industry was significant and I believe all voices were heard.

In 2013 when City Council adopted the current OCP, a Phasing and Financing Plan was inserted to guide the growth of residential neighborhoods in the city. This plan prioritized west side residential development simply because it was the only area that servicing capacity could affordably be developed to bring land to market. In large part due to its proximity to the city's wastewater treatment facility. Nothing has changed in this regard, and you will see in this report the west side neighborhoods still occupy all short-term growth phases in the proposed Phasing Map. Even with this proximity, in Westerra's case, we were required to build at our sole cost, a lift station and force main, not only to service our land but all land in the basin. The capital cost of this with interest and carry costs is between \$12 and \$15 million dollars. The principle of the 2013 phasing plan was an acknowledgement that if industry was required to make investments of this magnitude, their developments were given the chance to recover this investment before competing land could be brought to market.

Although this report removes the protections we were promised when we commenced Westerra, we are in support of it, as its findings carefully balance the existing needs in our community and the cost of developing new infrastructure, it acknowledges consumer choice, and it provides clear targets for when infrastructure improvements will allow development in various areas of the city. In some cases, such as the southeast, it advances the timelines for development to the year 2033 from the previous 30 year plus development horizon.

As industry participants we now have an accurate and clear understanding of the current state of the city-wide storm, sanitary and water networks. We know where these systems are most deficient, and what infrastructure and at what cost is required to solve this deficiency. In addition, we know what additional capacity can be created while we are completing this work to bring on new development land in the City. For well over a decade the city has allowed development projects to tie into city infrastructure using engineering reports that did not consider the integrated nature of the city-wide system. The result is the system is now at, or over, capacity in wet water flows. Every acre of land that is added without a corresponding upgrade in the city-wide system increases the chance of a major failure resulting in flooded basements and raw sewage discharge into our waterways. This report is what industry asked for, your administration delivered, and I encourage you to approve it.

The work does not stop here; however, we still need to look to refine our Service Agreement Fee model to allow for area specific SAF rates. This would allow the neighborhoods with low serving costs to benefit from a lower hectarage rate and would allow developers to pass these savings onto the consumer, helping with the affordability of our housing stock. Today's city-wide SAF rate is certainly easy to administer but simply requires the lower cost neighborhoods to subsidize the expensive ones.

Yours truly,

FORSTER HARVARD DEVELOPMENT CORP.



Blair Forster
President
306-536-5177
blair@forsterharvard.ca

February 20, 2026

VIA E-MAIL

Office of the City Clerk
City of Regina

Attention: Mayor Bachynski and Members of Council

Re: City of Regina Growth Plan
City of Regina Council Meeting – February 25, 2026

On behalf of Dream, I would like to thank the Administration for their significant work in bringing the Growth Plan forward. This is a complex undertaking with many interrelated components, and we appreciate the work that brought us here today. In particular, we acknowledge the efforts of Deb Bryden and Luke Grazier for their willingness to meet with us and address several industry concerns.

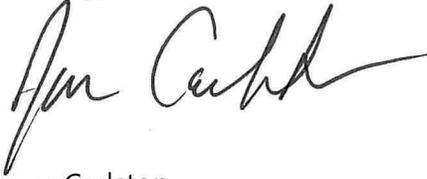
The plan before Council represents an important first step in sequencing growth based on existing water and wastewater servicing capacity—an approach we support. As with the Official Community Plan, the Growth Plan must remain a living document, able to adapt as new opportunities emerge. As further work progresses, including updates to the Water, Wastewater, and Transportation Master Plans, continued dialogue will be critical to ensure growth sequencing reflects actual market conditions, transportation connectivity, economic development opportunities, regional considerations, provincial priorities, and realistic assumptions around intensification and market demand.

Clear timelines for future infrastructure investment—anticipated through the upcoming Master Plan updates—will be essential for builders, developers, and investors making long-term decisions.

As referenced through the Executive Committee discussions and the Serviceability Study, the existing system has significant capacity during dry-weather conditions. It is only during a 25-year storm event that the system experiences overloading, which is what current modelling reflects. We encourage Administration and Council to allow interim servicing solutions where it can be demonstrated that development will have little to no impact on the existing system prior to the full servicing upgrades being completed in an area. This approach will help maintain Regina's competitiveness, support timely delivery of new housing, maintain market choice, and ensure financially responsible developer investment into interim servicing where appropriate.

We appreciate Council's consideration of these important matters and thank you for your continued leadership in shaping Regina's future growth. We look forward to continued constructive dialogue with Council and the Administration as we work together to fulfill the City's Official Community Plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason Carlston". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Jason Carlston
RVP Land Saskatchewan

cc: Diana Hawryluk, General Manager Land - Regina

My name is Jim Elliott and I have lived in Regina most of my adult life. Let's be clear. From the very beginning as a hamlet and all the way up to today and going into the future, this city has been built and destroyed by politics and lobbyists.

All the way from where we are located and when and where parts of this city are built, there has only been two parameters used for decision-making in this city, greed for money and power.

What is being attempted by our city administration is to blinder or limit the madness and unsustainability of where we are heading. One would think that having over a billion dollars in infrastructure deficit would have deterred making the wrong decisions. One would think the continued current demands for double digit increases in taxes to just maintain what we have would have sent people into thinking we are on the wrong path.

Hard-nosed sustainability in this place is only viable if we do not build a larger footprint than we already have, not one more hectare of housing.

We are running out of water¹. We think we can just turn on the tap and water will flow forever.

We are paving over some of the best arable land in the world meanwhile paying for food produced across the globe. We could be self-reliant in food production if we were only to stop destroying our prairie soils.

We are using the myth that growth can continue forever as a crutch to wring as much money out of the people of this city and region as we can before it fundamentally crumbles. The growth of this city promised by land developers and speculators hasn't paid for its impacts on Regina taxpayers for decades.

This and previous councils have not followed through on most of its plans from the past and are continually convinced that they can just tweak it a little more to just let one more development happen. We used to plan for the Victoria Square Mall where the Southeast Leisure Centre was. That got changed. We told rivers that we could put right angles in their flow just to accommodate just one more commercial property to be built. Our waste water system is so broken that in order to have it work we must put in pumping stations to pump the waste uphill. We seem to think that we can

¹ <https://unu.edu/inweh/collection/global-water-bankruptcy>

build water pipelines from anywhere just to wash our driveways while we get rid of a free source of water as fast as is possible. And our garbage is continuing to grow.

We have wastelands within the built part of this city that are both underdeveloped and unused and not providing valued tax revenue. And yet this council continue to fight over which parcel of greenfield is built pushing us more into long-term debt. Just imagine if we would have taken all of the people that arrived in this city from 2016-2021 and rather than make our city less viable by building out and instead built on vacant land in this city. That's 13,200 more people in the inner city.

Instead of building more subdivisions, we should be stopping and building inward on those waste and vacant lands. Just imagine if the entire 3 story space in the Bay of the Cornwall Centre and the Zellers of the Northgate Mall and the soon to be vacant Safeway of the Victoria Square Mall was replaced with housing instead of having it vacant for decades.

We need this council to simply say no to more suburban subdivisions being built and provide further incentives to build on our vacant and unused land already serviced. One of those ways is to charge taxes at the same amount as if a standard two-story home was on that property or in the case of commercial property, six-story building. This could be phased in over five years giving the landowner an incentive to move quickly.

Respectfully submitted,

Jim Elliott

Carmelle Beaudry
Beaucorp Ventures Ltd.
P.O. Box 32162
RPO Victoria Square Mall
Regina, SK S4N 7L2

February 22, 2026

Re: CR26-11 Official Community Plan Growth Plan Review

Dear Members of City Council,

We would like to first start by acknowledging the hard work and efforts to establish a growth plan for the City. It's critical that a plan be set in place to support the economic development in Regina.

The Beaudry family owns the land referred to as Harbour Landing North located south of the airport and directly north of Harbour Landing. Less than one year ago, the City, the Province, and the Airport sponsored a study called the Airport Vicinity Study which City Council approved. This Study identified the lands south of the airport as a viable and important economic driver for the City of Regina.

We are writing today to ask that City Council:

1. Identify the Airport as an economic driver in the proposed OCP and include a policy to promote and facilitate development of employment lands south of the airport in the near term.
2. Move the servicing for Southwest Regina to be in Phase 2.
3. Direct the Administration to support an interim wastewater servicing solution that allows Harbour Landing North to develop in the near term.

We believe that City Council understood the benefit of economic development south of the Regina airport when you approved the Airport Vicinity Study one year ago. We respectfully request that you continue to support the development of these lands by setting it as a priority in OCP, in line with the Airport Vicinity report.

The acceleration of servicing for Southwest Regina to Phase 2 would facilitate both residential and employment land development in the area, support the Airport's long-term plans, strengthen industrial synergies with the GTH, improve regional logistics by utilizing the Provincial Bypass investment, provide employment opportunities and advance First Nations development opportunities. In particular, the HLN and HLW lands offer the potential for complete neighbourhoods where people can live and work within the same area and be within walking distance of schools and commercial areas.

With respect to a temporary wastewater servicing plan for Harbour Landing North, our consulting engineers have reviewed the history of this site from its inclusion as a priority in the Southwest Sector Plan through to its inclusion in planning for the South Trunk Capacity Upgrades project.

There are two viable solutions for this final parcel located on the east side of Campbell Street: 1) gravity connection to the Gordon Road Trunk, and 2) a HLN pump station and forcemain to the Pasqua Trunk. In both scenarios the system can be designed for switching over to a new gravity connection to the west in the (distant, unplanned) future.

Thank you for your attention and for your thoughtful consideration of these matters.

Respectfully submitted,

A handwritten signature in black ink that reads "Carmelle Beaudry". The signature is written in a cursive, flowing style.

Carmelle Beaudry
President, Beaucorp Ventures Ltd.
carmelle@beaucorp.com

Mayor Bachynski, Regina city Council & administration,

I love Regina transit and don't want to see it being diminished by budget cuts. Since **Regina Transit Services** operates within limits established by **Regina City Council**, it means constrained funding leading directly to reduced service, frequency and reliability. Stable or reduced fares encourage consistent ridership, support workforce mobility, and improve access to education and essential services, particularly for lower-income residents. **Affordable and well-funded transit systems strengthen economic participation, reduce environmental impact, and enhance overall community connectivity and quality of life.**

The major issue around us right now centres on this funding, so it is important to discuss why public transit — especially fare-free transit for students aged 13 to 18 — needs to be taken seriously in this budget. Teenagers already face significant daily pressures related to academics, social expectations, and part-time employment. **Getting to school during harsh winter conditions should not be an additional barrier.** Their primary focus should be on learning and personal development, not on whether they can safely and affordably reach their destination. Reliable, fare-free transit enables students to attend school consistently, participate in extracurricular activities, maintain part-time jobs, and engage in social and community events, all of which contribute to healthy development.

At the same time, raising fares for the general population can create unintended consequences. When transit costs increase, ridership often declines. This shift results in more private vehicles on the road since those who could afford vehicles, resort to using them. The outcome is increased traffic congestion, higher greenhouse-gas emissions, and greater infrastructure and maintenance expenses for municipalities. **Public transit functions as an essential public service rather than a discretionary luxury, and affordability is central to its effectiveness.** Regina City Council 's decision holds people's well-being in their hands, please do the right thing & eliminate the rise in transit fares. Thank you.

Submitted By
Terri Sleeva, RCPTC, Regina, SK

DE26-8

The increase would Not Be Following the Transit master plan and will be a step backwards I
Would like to encourage the councilors to take a look at the Trinsit Master plan! before
Wednesday!

Submitted By

Dylan Morin, Regina, SK

I would like to speak today as a citizen and a community member. Transit services are community services. Not only does transit provide a low barrier way for folks to access work, education, health and public services, and basic needs, but also provides safety and warmth for folks who may not have other options. Regina Transit services are already high cost- often as high of cost or costlier than much larger centers offering more services. Transit is a community service- it is not something that we can expect to make money or even break even. Transit helps people to escape unsafe situations, empower themselves to change their life situations and get from point A to point B. Clawing back services and adding charges to folks who already are at capacity is not leadership- it is predatory. We need this mayor and council to show up for All the citizens of this city. Please- do not increase the cost of transit.

Submitted By

Sheena Gordon, Regina, SK

I am submitting this statement to strongly oppose the proposed 10% transit fare hike in Regina.

Transit riders are frustrated and angry. Council continues to take steps backward by raising costs on people who already have no other option, while prioritizing expensive projects over basic mobility. Youth in this city are losing opportunities because transit is becoming unaffordable.

Regina already faces a \$217 million transit investment gap, yet instead of closing that gap through long-term funding, riders are being asked to pay more for reduced and unreliable service. Regina also receives less long-term transit funding than comparable cities, reinforcing the pattern that transit and its users are not being prioritized.

Youth are telling us clearly:

- “If my bus pass costs more, I just won’t go.”
- “That extra money is food money.”
- “I had to quit activities because I couldn’t afford transit.”

A 10% fare increase may look small, but it actively limits access to school, work, and community. This decision hurts youth, low-income residents, and the city as a whole.

Council must cancel the fare hike, commit to fare stability, and treat public transit as essential infrastructure — not a budget-balancing tool.

Transit should create opportunity, not take it away.

Thank you.

Submitted By

Atticus Kolody-Watt, Better Bus Youth, Regina, SK

REGINA CITY COUNCIL
FEBRUARY 25 2026
THE REGINA TRANSIT FARE AMEDNEMENT BYLAW, 2026
FLORENCE STRATTON

Please say “no” to the proposed 10% Transit fare increase. I have three main reasons for asking you to vote against it.

The first is the question of social equity. We all need to be able to get around the city.

This is as true for those of us who depend on public transit, as it is for those who own vehicles. We all have places to go, whether it be school or work or medical appointments, the gym, the grocery store or the foodbank. Mobility is a necessary attribute of the well-being of all of us. To live decent, independent lives, we need mobility.

The current fares of \$3.25 for adults and \$2.75 for youth are already a barrier to mobility for many people. A fare increase will make it difficult for even more of us to get around the city.

It should be noted that social equity is one of the guiding principles of Regina’s 2017 Transit Master Plan. As the TMP states: “Transportation strategies will aim to promote equitable access to mobility....and maximize opportunities for all residents in Regina” (7).

It is well past time for Regina to start living up to this principle—rather than retreating from it.

My second reason for asking you to vote against a 10% Transit fare increase is that Transit is the solution to many of our city’s problems. For example, more people using Transit will address the issues of downtown parking and rush-hour traffic congestion.

Transit is also a lot safer than driving. Transit drivers, unlike most of the rest of us, are professional drivers. Consequently, a City bus is rarely involved in an accident, while the number of private vehicle accidents in our city keeps growing.

Transit is even the solution to texting while driving. Regina Police Service issues over 500 distracted driving tickets annually. By contrast, you can text to your heart’s content on Transit with no worries.

If Transit is the solution to so many problems, why are more people not using Transit? A major reason is the cost of Transit—which makes it a less attractive alternative to driving. There is also the nuisance factor of acquiring a bus pass or having the right change.

My third reason for asking you to vote against a 10% Transit fare hike is related to the second. Public transit not only provides solutions to local problems. It is also part of the answer to a major global problem: the looming climate disaster. As the chair of the Intergovernmental Panel on Climate Change warned recently: “The voice of today’s science on climate change could not be sharper, stronger, and more sobering: we are not on track today to limit global warming by 1.5 degrees Celsius. The time for our collective action is now.”

- Transit cuts carbon emissions.
- One bus load of passengers takes the equivalent of 40 vehicles off the road, reducing emissions by more than 15,000 tons a year.

To help avoid climate disaster, we all need to get out of our cars and onto the bus! Again, Transit fares are an impediment.

For these three reasons I ask you to vote against the proposed 10% Transit fare increase.

I have one more request to make of you: that over the next 10 months City Council take this matter of Transit fares one step further and start working on making Regina Transit fare free.

Fare free transit would make transit as cost competitive as possible and is one of the most effective strategies to get people out of their cars and onto public transit. It would also increase cost efficiency. No need for all the paraphernalia of fare collection—fare cards, fare collection boxes, fare ticket agents and offices.

A number of European cities already offer free transit. These include the French city of Dunkirk, which has about the same population as Regina. Some small Canadian cities also offer free transit. One of these cities, Orangeville Ontario, saw its ridership more than double in the first year of no fare transit. And Calgary, a much bigger city than Regina, offers free service in its downtown area.

In fact, Regina has begun to move in the direction of fare free Transit. In 2022, City Council voted unanimously to provide free Transit for children 13 and under. Let's continue down this road, first by voting against the proposed fare increase today and then, over the course of the year, making Transit free for all Regina high school students. Next, in my view, would be people on income assistance, followed by seniors, and then FARE FREE TRANSIT FOR ALL!

A 10% transit fare increase is harmful to all Regina city residents. Public transit is an essential service that we as citizen and representatives of Regina should intrinsically value and adequately fund. For all those that currently rely on busses, for all those that prefer to travel on busses, and for all those that want to live in and represent a city that values and respects all citizens, access to and affordability for our public transit system must be expanded upon not restricted against!

Submitted By

Mandla Mthembu, Regina, SK

Public transit is a public service that makes Regina safer and more accessible for everyone. Regina becomes a better city when people can afford to get groceries, get to appointments, visit friends and family, etc. Public transit saves lives in more ways than one and makes Regina better. Please fight to make Regina better for everyone.

Submitted By

Thabang Mthembu, Regina, SK

I am against a 10% transit fare increase. I know many people that use the bus, and I don't think raising the fare helps our city and doesn't help the people that rely on our buses everyday in this city. I want to live in a city where essential services like public transit are as accessible and affordable as possible, and making buses more expensive only hurts those that need them the most.

Submitted By

Kelly Montgomery, Regina, SK

Speaking Notes – February 25, 2026

Opposition to Proposed 10% Transit Fare Increase

Regina Public School Division

Thank you, Mayor and Council, for the opportunity to speak today.

I am here on behalf of the Regina Public School Division to express serious concern about the proposed 10% transit fare increase and its direct impact on students, families, and our education budget.

For us, this issue is not abstract.

It is immediate. It is financial. And it directly affects student access to education.

Student Reliance on Transit

Approximately **50% of students at several of our high schools rely on public transit** as their primary way of getting to school, including:

- Adult Campus
- Thom Collegiate
- Campbell Collegiate
- Sheldon-Williams Collegiate
- Johnson Collegiate
- Scott Collegiate
- Winston Knoll Collegiate

Several schools also operate special transit charters.

For many students, transit is not a convenience — it is their only option.

When transportation becomes less affordable:

- Attendance declines
- Punctuality suffers
- Credit attainment is jeopardized
- Graduation timelines are affected

When fares increase, barriers to education increase.

School-Funded Ticket Support

Our schools already distribute hundreds of tickets each month to students facing financial hardship.

For example:

- Johnson and Scott each distribute approximately 300 tickets per month.
- Adult Campus distributes about 100 per month.

These tickets are funded through school and divisional budgets.

They are not optional supports — they are essential interventions that allow students to:

- Attend school consistently
- Write exams
- Participate in extracurricular activities
- Access work placements

Financial Impact on the Division

The division purchases approximately **10,000 to 12,000 tickets annually**, at a cost of about **\$40,000 per year**.

At the current price of \$3.85 per ticket:

- A 10% increase — about 39 cents per ticket — would cost an additional **\$4,000 to \$5,000 annually**.

While that may seem modest within a municipal budget, within a school division that represents:

- Educational assistant hours
- Mental health supports
- Literacy and numeracy interventions
- Classroom materials

Every additional dollar spent on transit is a dollar redirected away from direct student supports.

There is no surplus cushion in our budget to absorb new costs.

Broader Impact on Families and Equity

Many of the students who rely on transit already face financial hardship.

A fare increase would:

- Increase strain on families
- Increase demand for school-funded subsidies
- Risk higher absenteeism
- Intensify budget pressures

This proposal disproportionately affects:

- Low-income families
- Newcomer families
- Students working part-time
- Adult and alternative program students

Education is one of our most powerful poverty-reduction tools.
Transit is what allows students to access that opportunity.

Small financial barriers today can create long-term social costs tomorrow.

Closing

We respectfully ask Council to consider:

- The cumulative financial impact on school divisions
- Accessibility implications for students
- Broader social and economic consequences
- Possible mitigation strategies for students and low-income riders

Transit is not a luxury for our students.
It is a bridge to opportunity, graduation, and future employment.

A 10% increase may appear modest on paper.
For our students and schools, it represents a meaningful and avoidable burden.

We urge thoughtful reconsideration and collaborative solutions that protect access for those who depend on transit most.

Thank you for your time and consideration.

Submitted By
Ted Jaleta, Regina Public School Division, Regina, SK

City Council,

I oppose the proposed 10% increase in transit fare (and associated changes to the Transit Bylaw) as this disproportionately affects equity deserving groups and will result in reduced overall ridership. These impacts will further validate the logical fallacy that transit use is waning and not worth investing in service hour and route expansions. This proposed change does not align with our City's governing documents including the Official Community Plan, the Transportation Master Plan, the Transit Master Plan, or the Energy and Sustainability Framework.

Regards,

Ellen McLaughlin, P.Eng., RSP1

Dear Mayor Bachynski and City Councillors,

My name is Emily Eaton. I am a resident of ward 3, a transit user, and I am here representing myself. I am also a mother and a professor in Geography and Environmental Studies at the University of Regina. I am here to ask you to oppose the bylaw that would see a 10% hike to transit fares.

I have been part of a group that has been collecting petitions, letters and holding press conferences to bring awareness to the 10% transit fare hike.

I would like to report that as of 10am on February 23rd, there were more than 440 signatures to our petition. In addition, over 80 people sent letters to the mayor and councillors opposing the 10% transit hike. However, these emails, I am told, went to your spam folders.

In addition, we collected 20 handwritten love letters to transit that we asked a local artist to fashion into a visually appealing package that we delivered to each councillor and the mayor.

I am here to tell you that what we have heard from hundreds of regina residents is that they view public transit as essential infrastructure. They want public transit to become more affordable and abundant, not less. You will be doing something incredibly unpopular and damaging to the public trust if you approve this bylaw today. People are taking note of your votes and ready to continue mobilizing for affordable, accessible transit.

I mentioned I am also a professor. In 2019 I published a report

<https://davidsuzuki.org/science-learning-centre-article/renewable-regina-putting-equity-into-action/>

that summarized the research we did with a variety of organizations across the city that work with equity-deserving communities. In those consultations we asked “how could investments the city will make on their energy and sustainability framework benefit the people you work with”? These people are seniors, youth, the unhoused, people accessing various social services, newcomers and more. Overwhelming our participants reported that making transit free would result in an immediate and significant improvement to their clients’ lives.

I also teach young adults in my university classes. They are feeling very cynical about political power and the politicians who continue to promise nice things and support ground-breaking reports while their actions and decisions work against those very promises. I ask you to consider two incredibly important promises the city has made to its residents that fundamentally oppose a 10% transit hike: The Transit Master Plan and the Energy and Sustainability Framework. Both of these landmark planning documents make

promises that are defied by a 10% transit hike. You will be moving the city in the exact wrong direction should you approve this bylaw today.

Regina's transit system is beloved. Transit connects us to employment, education, groceries, health care and each other. Regina's transit system has been moving in the right direction – growing ridership and expanding service. Please do not threaten this progress with the wrong decision here today.

Yours truly,

A handwritten signature in blue ink, appearing to read "Emily Eaton". The signature is fluid and cursive, with a small star-like mark above the first 'E'.

Dr. Emily Eaton

2026-12 The Regina Transit Fare Amendment Bylaw

Good afternoon, Mayor Bachynski and Members of Regina City Council,

I am writing to ask that you vote “no” to the proposed 10% transit fare hike. Not only would an increase of this kind have a significant effect on access to safe, affordable transportation for vulnerable and marginalized residents, it is out of alignment with our Official Community Plan, Regina Transit Master Plan, and the Energy & Sustainability Framework, all of which engage with transit as an investment to support sustainable and affordable growth and development for everyone.

Design Regina, our Official Community Plan (2013), indicates the important role that Transit Oriented Developments (TODs) will play in future intensification, fostering higher density development at key sites. Complete neighbourhoods are defined in this document as providing “safe, accessible and connected modes of transportation including roads, transit and cycling and pedestrian routes” (p. 93). The proposed changes to the OCP Growth Plan that Council will debate earlier today (CR26-11) indicate the need to plan for infrastructure and community investments to support intensification. Transit is listed as part of these investments. Ensuring that this investment remains affordable will allow the system to continue to grow.

One of seven big moves in the Energy & Sustainability Framework (ESF) (2022) is increasing active transportation and transit use (big move #6). The ESF includes a clear mandate to consider social equity in all actions and moves. Public transit, a form of shared transportation, is an important component of lowering emissions from private vehicle use (transportation accounts for almost a quarter of Regina’s total greenhouse gas emissions). I ask that you consider social equity in making your decision today about a transit fare increase. Does a fare increase allow all residents to have access to reliable, affordable and safe transportation? Who will this fare increase harm the most?

Our Regina Transit Master Plan (2022) underscores a commitment to providing an equitable transit fare structure, ensuring affordability for all residents. The City of Regina currently spends \$171 per capita on transit, which is far behind peer cities. The Regina Transit Master Plan (2022) indicates we are already operating at a high level of efficiency. If investment in public transit appears too high, please consider the hundreds of millions of dollars we spend every year as a city to support car culture through road maintenance and capital projects for roadway infrastructure.

Regina Transit experienced a record ridership year in 2025 with 9 million passenger trips. This should be celebrated. The free fare for under 13 led to increased trips for families, daycares, and

kids commuting to school. The eventual goal should be free transit beyond this demographic to support the goal of becoming a 100% renewable city by 2050. Instead, this motion to increase fares is a step backward, threatening to lose ridership by creating barriers to opportunities including job access, education, and service supports. Ridership loss would lead to lower revenue.

It is critical to understand the differential and complex relationships that the diverse population of Regina shares with transit. If we consider the most vulnerable members of our city, many struggle to even afford current transit rates as you will undoubtedly hear today, yet need to access medical appointments, work, and services and supplies throughout the city. We have food deserts in some of our lowest income areas due to decades of underinvestment in the core making it critical to offer accessible and affordable transit so that people can access basic supplies. Increased fares will force more people to walk long distances to reach their destination to avoid the fare. There are many residents who combine public transit with walking/biking and/or private vehicle use. Transit here is a choice. Dependable, accessible, affordable. Paratransit users depend on curb-to-curb transit service but are increasingly being denied trip requests; an increase in fare would further disadvantage this population. Young adults typically exhibit higher transit use across studies given their lower initial income level, delay in acquiring a driver's license, inability to access a private vehicle, and dependency on commuting for school and work. This is another demographic that can't afford this increase. The amazing thing about effective public transit is that it cuts across demographics and it is most successful when it offers reliable, affordable, accessible transportation for everyone.

I ask that you vote no to the proposed fare hike for two main reasons: 1) it runs against the commitments made in the Regina Transit Master Plan, the Official Community Plan, the Energy & Sustainability Framework, to provide affordable transit to encourage sustainable transportation choices, and 2) it stands to create the greatest harm to those that are vulnerable and marginalized which does not consider a social equity approach. While I understand that most of this council did not vote on these policies and frameworks directly, they are what guide us as a city to mitigate the dual crises of affordability and sustainability.

Thanks for your time and consideration,



Vanessa Mathews
Associate Professor
Geography & Environmental Studies
University of Regina
Resident of Ward 3

I am a resident of Regina, work at the downtown library and use the bus almost daily to get to work. I strongly oppose the transit increase for these reasons. 1) transportation is a human right in an urban centre and is crucial for most residents of Regina that either do not (or cannot) own vehicles in this car-orientated city. 2) reducing funding in public transit AND increasing the rates will result in less use of public transit. 3) compared to an average of 30 cents for the taxpayer to cover these costs or an increase on every bus rider, the answer seems clear to me what we should do.

And lastly... It's public transit. This is the cities responsibility to make it as accessible and amazing as it can be. We need more funding put into our buses - the electric buses, more routes, higher pay for drivers, etc. if y'all can find the money to give to police and frost festival every year, you can figure this one out.

Thanks. Don't increase it.

Submitted By

Madi Massier, Regina SK

I would like to add my voice to the hundreds of Regina residents who've written City Council in defence of accessible public transit.

Hiking bus fares functions like a regressive tax - placing the burden of balancing budgets on those with the least ability to pay. This will disproportionately impact the most marginalized communities and is a set-back to the City's Energy & Sustainability Framework.

As we heard from scores of residents at January's transit townhall, buses are an essential service that are imperative to building a vibrant, sustainable, and equitable city.

Hiking transit fees raises crucial questions about the type of city we would like to build:

Will this make it harder for those who are sick to be able to access critical medical care?

Do we want to make it less safe for those working nightshifts to commute to work?

Have we accounted for the sharp decline in ridership that accompanies fare hikes as was evidenced in 2017?

Given that transportation is a "hidden" driver in educational outcomes, are we willing to see an increase in absenteeism in schools?

Investing in transit increases employment opportunities, lowers the cost of commuting, reduces greenhouse emissions and pollution.

By collectively sharing the \$0.37 a month cost for the average household we would be investing in one of the city's most critical goods.

Submitted By

Rebecca Granovsky-Larsen, Regina SK

Dear Mayor Bachynski

I am writing with my concerns with the proposed transit pass increase as outlined in the budget book.

In what I heard was a thought that this increase would provide funds to help pay for transit. More recently I have been hearing about iatrogenesis, in the medical field doctor-created disease. My question to you is has the city fully documented or know of the cumulative harms put on the citizens of this community who will be harmed by such a limited cost of keeping the fare the same for another year or more. Having seen those that transit is an absolute necessity, how many will have to cut their food budget to cover this?

How many students will drop out
of school because of this additional burden?
How many minimum wage workers could
lose their job because of not having enough
cash to add a shift to their work OR have to
walk from their job home in weather like
today?

I look forward to seeing you vote
against the fare increase.

Respectfully submitted



Ward b

Dear Honorable Mayor & City Councilors,

Re: Concerns about Proposed Transit Fare Increase

I'm writing to you as President of Local 588, representing transit workers who see firsthand the impact of fare increases on our community. Public transit isn't just a mode of transportation – it's a vital service that connects students to education, seniors to healthcare, and workers to their jobs.

Raising fares will disproportionately affect vulnerable populations who rely on transit the most. Instead of increasing costs, we urge the city to invest in better schedules, more frequent services, and improved reliability. This would not only benefit riders but also boost productivity and economic growth.

Some specific suggestions:

- Implement more evening and weekend services to support shift workers and students
- Increase bus frequency on key routes to reduce wait times
- Enhance accessibility features for seniors and people with disabilities
- Explore alternative funding models that don't burden low-income riders

Let's work together to make transit a more attractive option, not a financial burden. Our members are committed to providing excellent service – we need the city's support to make it sustainable.

Thank you for considering our perspective.

Sincerely,
Sukhwinder Gainda
President, Local 588

Regina City Council,

I am writing to express my deep disappointment at the proposed transit fare increase. Public transportation is a crucial public service that has been neglected in the city for far too long. Every year we see the ballooning cost of the Regina Police Service and REAL while critical infrastructure remains underfunded. We have now seen multiple budgets approved where crucial operating divisions including Transit have not received adequate funding to improve service levels. Raising transit fares will affect the working class population of the city that is already dealing with a cost of living crisis.

Councilors please reconsider this fare increase and continue to make transit a vital part of the future of Regina.

Thank you.

Submitted By

Cory Cesselli, Regina, SK

Attn: Regina City Council,

On behalf of the Regina Catholic School Division (RCSD), we are writing to express our opposition to the proposed 10% transit fare increase.

Many of our students rely on public transit each day to attend school, access extracurricular activities, and participate fully in their education. A 10% increase in fares will place additional financial strain on these families who are already managing rising costs of living.

We are concerned that this proposed increase would have a negative effect on school attendance and student engagement.

We respectfully ask Council to consider further engagement with stakeholders to better understand the full impact this increase may have on students and families before proceeding.

Thank you for your consideration of this matter.

God Bless:
Ryan Bast
Board Chair
Regina Catholic School Division
306-551-0472
www.rcsd.ca

Dear Mayor and Councillors,

A 10% transit hike would be detrimental to the well being of our city.

If you choose to raise the transit rates, you will be telling the people that use these services, that they don't matter.

Ridership is at an all-time high. Yet the services are still lacking. There have been security issues. The people who use transit are already BEYOND financially tapped. And now you expect them to pay more? Shame.

You could make the argument that this is just a continuation of the 'War on the Poor'. Students, seniors, people with disabilities and low-income workers...these are not the people who should be asked to pay more.

Raising transit rates on an already subpar system will only help to expedite this process. Are those the values you are really going to align yourself with?!?

If we want Regina to be a beautiful and accessible city for ALL, then a robust and economical transit system is a MUST. In fact, we should be figuring out ways to DECREASE fares.

Transit should be FREE!

But I guess we have to pay for the police budget somehow.

Thank you for your time on this matter.

Sincerely,
Shawn Koch