

With only 4 business days of notice of this bill going to Council, the ABA received 54 responses to a survey of the approximately 250 companies and property owners in Acheson. These were their responses:

1. How likely are you and your co-workers/employees to use Public Transportation if available in Acheson?

|                   |        |
|-------------------|--------|
| Not at all likely | 74.07% |
| Slightly likely   | 12.96% |
| Moderately likely | 9.26%  |
| Very likely       | 1.85%  |
| Completely likely | 1.85%  |

2. Do you support the Trial Public Transportation Project in Acheson?

|     |        |
|-----|--------|
| Yes | 42.59% |
| No  | 57.41% |

3. Do you agree or disagree with the proposed Public Transportation Utility Fee?

|            |        |
|------------|--------|
| I agree    | 18.18% |
| I disagree | 81.81% |

Additional Comments;

1. We pay plenty of tax/fees with little benefit as it is.

2. The transit service does not just impact the Acheson Business community, it allows residents from Parkland County easier access to the area, for employment opportunities. The cost to run the transit should not only be the responsibility of the Acheson businesses, but shared with Parkland County tax base as a whole. Perhaps a portion of the operating costs should be shared by Acheson, but not the entire amount.

3. When our company moved to Acheson from west Edmonton, we found it easier to hire here where this is no public transit. Being in west Edmonton where there was regular bus service was of no benefit to us.

4. Costs are tight and extra costs like these risk small business with tight margins.



5. Our company was unable to attract labor that took public transit when we were located within Edmonton city limits for our first 25 years of business (we never had a single staff member that came from public transit in over 1000 employees). Now that we have moved outside of Edmonton limits, there is ZERO chance that any of our staff will ever take a bus to our location. We strongly oppose this bylaw as it will not provide any benefit to our company. We believe other initiatives should be focused on, such as mail delivery and proper addressing as this issue continually causes us issues (even today we had an item returned to a supplier in Ontario that could not find our location and we have to pay twice for shipping across Canada).
6. If the drop point and pick up point is in Zone 1, I don't think it would benefit other companies in the other zones. This seems like a benefit for only a very few companies at the expense of a lot of companies.
7. As this is a pilot project, Parkland County should cover the initial costs until it is determined a regular service.
8. If all developed land is charged this levy or fee, there should be ample room to create more than 1 drop off. Zone 3 has ample fill in of business which bodes well for public transit.
9. Just another tax for the overtaxed business base.
10. The County should be able to fund this service with their existing tax base generated from Acheson.
11. People are employed from a huge area around Acheson. It is unlikely that one bus service will be helpful or cost effective to the vast majority of people or businesses.
12. We moved to Acheson because of the lower costs of ownership, including the taxes, let's not start increasing taxes, etc. contact 780-948-5499.
13. Would like to see service in Zone 2 and would like to see service from Spruce Grove.
14. Why am I paying for companies that pay employees too little to afford transportation of their own?
15. HOWEVER, if there is only 1 drop off/pick up in Zone 1, then those of us in Zone 2 are out of luck: there is no reasonable way to walk safely in Acheson. Period!

16. If this needs to happen, the businesses that need it should pay for it. Transit service has zero value to us and more cost is the last thing any business needs right now in the market.

17. The timing is terrible...the economy is slowing, corporate taxes are rising, and now we are asked to supplement or pay for this pilot project...while the idea and concept sounds of interest, the timing is terrible...there will likely be more layoffs before there are more people being hired.

18. This will be of great benefit to Acheson businesses in attracting employees.

19. For this project to be viable there must be multiple stops throughout Acheson. This also presents a problem of no pedestrian walkways, therefore people will be walking along the roadways creating hazards.

20. The concept to provide bus transportation to Acheson is appealing provided that it offers in proximity to our operations. As we understand it, the current proposed trial would only service North Acheson. Supreme Steel's operation located in South Acheson is approximately 6 km away from the Zone 1 depot and would be too distant to allow for any benefit for employees at the Acheson fabrication facility. On the basis that it provides us with nothing in return for the added level of taxation, we would not be supportive of the bylaw.

20. The economy is not doing well at this time and people are looking to cut back on paying for jobs. This could not be a worse time to do this.

21. Our employees come from various regions and most live in rural areas so that would most likely keep with driving to their place of work and not a bus stop.

22. I don't agree with having companies pay for a proposed system that may not be long-term. It's surprising that it's expected that companies will pay for this service when all the details haven't been supplied (ie. if there is a transportation service supplied to get workers from the drop off area to their business location).

23. We are in Zone 3. That's a long walk from Zone 1!!!