
MEETING MINUTES – February 19, 2026

Invitees:

(Checkmark confirms attendance at this meeting)

- ☒ Peter Tsoukalas for Stephen Musselwhite - Brookfield Residential - **Chair**
- ☒ Dan Yeung - Subdivision and Development Coordination - **Chair**
- ☐ Leigh Melnychuk - Genstar - **Member**
- ☐ Clayton Komick - Qualico Communities - **Member**
- ☐ Ahsan Karim - Subdivision and Development Coordination - **Member**
- ☒ Raghda Abdelmonem - ARAs, Boundary Assessments, and Off-Site Levies - **Member**
- ☐ Darrin Penney - Scheffer Andrew Ltd.
- ☐ Mark Sadownyk - Select Engineering Consultants
- ☒ Mike Graham - Al-Terra Engineering
- ☒ Girmay Kashay - Subdivision and Development Coordination
- ☐ Kristin Kelly - Subdivision and Development Coordination
- ☒ Benardette Amenaghawon - Subdivision and Development Coordination
- ☒ Loretta Michel - Subdivision and Development Coordination

Meeting Focus: 2026 Unit Rate Discussion and Policy Updates Key Participants Identified: Chair (Dan), Raghda, Mike, Clayton, Peter, Mamun (GMA), Loretta, Tammy

1. Agenda Review and Previous Minutes

- Chair (Dan): Opened the meeting and asked for any additions to the agenda; none were raised.
- Chair (Dan): Deferred the approval of the previous meeting's minutes because the committee did not have a quorum.

2. 2026 Unit Rate Discussion

- Chair (Dan): Initiated a review of the actual construction costs compared to last year's unit rates for basins like Windermere, Ellerslie, and Riverview.
- Raghda: Shared a spreadsheet comparing costs compiled by Loretta (Column G) divided by road length against the previous year's unit rates (Column I). They confirmed that the calculated construction costs included all elements, including engineering, testing, and administration.

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- Chair (Dan): Noted that actual costs are generally slightly higher than the unit rates, but certain roads like 41st Avenue and Ellerslie were massive outliers.
- Group Discussion: The committee determined that "six-lane ultimate" arterials are significantly more expensive to upgrade from two to four lanes than standard "four-lane ultimate" arterials.
- Mike: Noted that last year, he saw construction cost increases of roughly 5% for surface work, 70% for undergrounds, and 4% for earthworks.
- Clayton: Shared that for current upcoming pricing, he is seeing flat rates for underground and electrical work, with a 2-3% increase for surface work.
- Chair (Dan): Proposed a general 7% increase to the standard unit rates to account for recent construction increases and some necessary catch-up from previous years.
- **Decision:** The committee agreed to apply a 7% increase across the board for standard unit rates, and decided to create a completely separate line-item unit rate specifically for six-lane ultimate arterials, which will be increased by 30%.

3. Power Relocate Methodology

- Chair (Dan): Raised the issue of developers facing financial shortfalls when required to relocate primary power for arterial construction. EPCOR is supposed to rebate developers, but uses its own calculation rather than actual construction costs, leaving a delta that developers want to claim as an ARA (Arterial Roadway Assessment) cost.
- Chair (Dan): Mentioned that the Steering Committee tasked this group with capturing these costs in the unit rates, but EPCOR has refused to share its rebate calculation methodology.
- **Decision:** The Chair (Dan) will ask their director to press EPCOR's director for answers, and will bring the topic up at another meeting with consultants next meeting.

4. Offsite Storm Drainage

- Chair (Dan): Addressed concerns from the Steering Committee regarding off-site storm drainage being claimed as an ARA cost. He clarified that the issue is not paying for the storm ponds themselves, but paying for the oversizing of trunks and pipes needed to carry arterial flows through a neighborhood to reach the pond.
- Girmay: Explained that at the subdivision level, Girmay calculates the oversizing cost required to accommodate the flow from the road versus the residential flow.

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- **Decision:** Girmay will coordinate directly with Raghda to provide the ARA-applicable oversizing costs so they can be properly accounted for and filtered down into the final rate calculations.

5. Increasing Accuracy of Early Construction Costs

- Chair (Dan): Asked the committee if there is a way to get more accurate construction estimates for major items earlier in a basin's redevelopment to prevent late-stage rate spikes.
- Chair (Dan) & Peter: Used the Ellerslie road bridge as an example: originally estimated as a \$10 million project, detailed engineering later revealed there was nowhere for the water to go, requiring \$20 million in additional storm storage tanks. This \$30 million reality was discovered when there were less than 200 hectares left to be assessed in Heritage Valley, causing significant issues.
- **Decision:** The committee agreed it is highly beneficial to spend money early (e.g., \$250,000) on detailed engineering to identify risks for major creek, pipeline, and wildlife crossings before a catchment is built out, avoiding unexpected massive cost spikes when there is no assessable area left to absorb them.

6. Next Steps and Timeline for Draft Rates

1. Raghda: Confirmed that most of the rate update work is done, except for the final catchments (Riverview and Heritage Valley), which were just waiting on the finalized unit rates from this meeting to be plugged in.
2. Raghda: Stated she aims to have all the draft rates ready to send out by the end of the first week of March.
3. Chair (Dan): Directed Raghda to send the drafts concurrently to the senior reviewers (Adil and Steve) and the active consultants (D. Kinders, K. Shillington, M. Graham) for review. He emphasized the need to include heavy disclaimers that the drafts are subject to change.
4. **Next Steps:** Following the review period, the finalized rates will be brought straight to the Steering Committee for presentation and approval.

7. Next meeting - Thursday March 19, 2026