



THE REGIONAL MUNICIPALITY OF NIAGARA LINKING NIAGARA TRANSIT COMMITTEE AGENDA

LNTC 2-2021

Wednesday, April 28, 2021

2:00 p.m.

Meeting will be held by electronic participation only

This electronic meeting can be viewed on Niagara Region's Website at:

<https://www.niagararegion.ca/government/council/>

Due to efforts to contain the spread of COVID-19 and to protect all individuals, the Council Chamber at Regional Headquarters will not be open to the public to attend Committee meetings until further notice. To view live stream meeting proceedings, visit:
[niagararegion.ca/government/council](https://www.niagararegion.ca/government/council/)

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1. <u>CALL TO ORDER</u>	
2. <u>DISCLOSURES OF PECUNIARY INTEREST</u>	
3. <u>PRESENTATIONS</u>	
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7. OTHER BUSINESS

8. NEXT MEETING

The next meeting will be held on Wednesday, June 2, 2021 at 2 p.m.

9. ADJOURNMENT

If you require any accommodations for a disability in order to attend or participate in meetings or events, please contact the Accessibility Advisor at 905-980-6000 ext. 3252 (office), 289-929-8376 (cellphone) or accessibility@niagararegion.ca (email).

Phase 3 Safe Restart Funding

Linking Niagara Transit Committee

April 28, 2021

Heather Talbot

Financial and Special Projects Consultant

Safe Restart Agreement Overview

Linking Niagara Transit Committee
April 28, 2021

**MOVING
TRANSIT
FORWARD**

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara  Region

Transit-Supportive Funding Safe Restart Agreement (SRA)

- SRA investment provides specific support to municipalities and municipal transit systems
- Intended to address financial pressures related to COVID-19, maintain critical services and protect vulnerable people
- Total combined transit funding envelope to date of \$2.1B
 - **Phase 1** – Aug. 12, 2020 Province flowed \$700M to municipalities (**\$7.5M to Niagara**)
 - **Phase 2** – Dec. 15, 2020 additional \$800M to mitigate costs incurred between Oct. 2020-Mar. 2021 (**\$9.5M to Niagara**)
 - **Phase 3** – Mar. 1, 2021 additional \$650M to mitigate costs incurred up to Dec. 31, 2021 (**\$7.2M to Niagara**)
 - NOTE: Phase 3 extensions to December 2022 are granted ONLY on a case-by-case basis
- SRA funding allocations were determined using ridership (2018 CUTA stats) + base funding of \$40,000 per recipient

Safe Restart Agreement

Municipal Funding

Total Niagara SRA funding = **\$24M**

- Under Phase 2, despite accounting for the largest allocation to Niagara, expenditure timing restrictions by province of March 31st, 2021 created challenges to utilize funding
 - 45% unspent in Phase 1 & 2
 - Pushing pressure onto Phase 3 funding

Municipality	Phase 1	Phase 2	Phase 3	Total
Niagara Region	\$609,693	\$772,490	\$590,121	\$1,972,304
Niagara Falls	\$1,939,258	\$2,435,244	\$1,883,826	\$6,258,328
St. Catharines	\$3,849,909	\$4,824,704	\$3,752,681	\$12,427,294
Welland	\$743,580	\$939,929	\$714,303	\$2,397,812
Lincoln	\$15,200	\$0	\$0	\$15,200
West Lincoln			\$0	\$0
Grimsby				\$0
Port Colborne	\$34,390	\$53,017	\$20,627	\$108,034
Thorold	\$248,869	\$321,244	\$230,414	\$800,527
Wainfleet				\$113,619
Niagara on the Lake	\$36,009	\$55,401	\$22,209	\$168,996
Fort Erie	\$53,271	\$76,630	\$39,095	\$18,334
Pelham	\$18,334			
Total Funding	\$7,548,513	\$9,478,659	\$7,253,276	\$24,280,448
Unspent Funds	\$2,258,524	\$5,217,926	\$18,226	\$7,494,676
% Unspent excl. Welland	30%	55%	tbd	

Safe Restart Agreement

Identified Gaps in Utilization of Funding

- In response to COVID-19 and Provincial mitigation measures, Niagara's Transit Operators (through the IMTWG) prudently adjusted service levels in an effort to contain budget deficits and align services with demand of residents beginning in April 2020
- Fall 2020: municipalities determine 2021 budgets - transit operators continued to be fiscally responsible and ensured operating budgets aligned within their respective guidelines
- Timing of SRA funding: based on Provincial spending deadlines of Mar. 2021, operators were not able to fully utilize SRA funds which result in current policy of funding being returned to the Province
- Capital: purchases related to COVID-19 identified in Fall 2020 (e.g. permanent protective barriers for drivers) could not be realized within time frame set out under the Provincial guidelines - creates pressure on Phase 3 funding allocations despite unspent Phase 1 & 2 funding
- Governance: Phase 2 funding included costs pertaining to transit service delivery efficiencies, including transit governance; but timeline in Niagara to incur such costs did not align with Province's Mar. 31 2021 existing program deadline

Safe Restart Agreement

MTO Discussion Funding Utilization Gaps

- Staff direction from Mayors, LNTC, PWC to pursue upper orders of government to fund one-time transition costs for Niagara's transit governance work
- Region successfully advocated with MTO to have governance become an eligible criteria for SRA - modifications made to SRA Phase 3:
 - For Phase 3 only, allocated funding can be used for up to 50% of costs to support transformation of transit structures/governance between neighboring municipal governments (NOTE: "where the province has been engaged in discussions").
 - Costs must be incurred during Phase 3 eligibility (Apr. 1 – Dec. 31, 2021)
 - Extensions to Phase 3 may be granted on a case-by-case basis up to Dec. 31, 2022.
 - Niagara's transit governance transition would be considered as eligible within the specified eligibility period

Safe Restart Agreement

Transition Costs and Opportunity to Leverage SRA Funding

Phase 3 provides an *opportunity* to utilize and retain unspent funds

- Governance Steering Committee will continue to discuss the applicability of Phase 3 Safe Restart Funding as part of workshops on Financial Strategy
- Governance-related costs will be considered after local needs have been maximized, in order to retain and utilize funds that may otherwise be unspent
- Analysis of local needs will continue and be confirmed in Q3 2021
- Continue to advocate for unspent Phase 1 & 2 funds for Governance related costs

Safe Restart Agreement

Transition Costs and Opportunity to Leverage SRA Funding

Phase 3 provides an *opportunity* to utilize and retain unspent funds

- Subject to availability of Phase 1, 2, & 3 unspent funds and selected extensions to 2022, up to 70% of one-time transition costs could be mitigated
- Total estimated transition costs = \$5.0 M, \$3.46M in potential mitigation
 - \$0.96M – Repurposed NRT funding in 2021
 - \$0.40M – Repurposed Regional SRA funding
 - \$2.10M – Repurposed Local SRA funding

	One-Time Transition Costs (Apportion)	Offset from NR repurposed 2021 \$	Estimated Net Transition Costs	Phase 3 Safe Restart Funding
St. Catharines	1.3	-0.2	1.0	3.8
Niagara Falls	1.0	-0.2	0.8	1.9
Welland	0.4	-0.1	0.3	0.7
NOTL	0.4	-0.1	0.3	0.02
Port Colborne	0.2	0.0	0.1	0.02
Pelham*	0.2	0.0	0.2	incl. in NR
Thorold	0.2	0.0	0.2	0.23
Fort Erie	0.3	-0.1	0.2	0.04
Grimsby*	0.4	-0.1	0.3	incl. in NR
Lincoln* West	0.3	-0.1	0.2	incl. in NR
Lincoln*	0.2	0.0	0.1	no funding
Wainfleet*	0.1	0.0	0.1	no funding
Total	5.0	-1.0	4.0	6.7

* NRT Phase 3 SRF includes funding for Municipalities who contract On-Demand service through NR

MEMORANDUM

LNTC-C 2-2021

Subject: Niagara Transit Governance - Governance Steering Committee Update

Date: April 28, 2021

To: Linking Niagara Transit Committee

From: Scott Fraser, Transportation Lead, GO Implementation Office

The purpose of this memorandum is to provide the Linking Niagara Transit Committee (LNTC) with an update on the Governance Steering Committee's (GSC) work plan and to present an updated summary of Phase 1 Consultation on the governance and financial models, now that all local area municipalities (LAMs) have provided their feedback formally.

Governance Steering Committee

The GSC, comprised of all 13 Chief Administrative Officers, has been established as an expansion of the Transit Governance CAO Working Group, with a mandate to consider and reflect the feedback received from the LAMs through Phase 1 consultation. A series of GSC workshops has been developed to discuss and address the three major themes identified: the financial strategy, the development of a detailed service strategy, and board composition/governance. The workshop series will also address plans for future stakeholder engagement, communications, and the ultimate timing of the initiation of the triple-majority approval process.

- Workshop #1 – was held on April 13, 2021 and achieved two primary objectives: confirming the scope and required resourcing for the development of a service strategy, including the use of an external consultant to support the work, and introducing the key principles and assumptions being used to develop revised financial models.
- Workshop #2 – was held on April 23, 2021 and examined alternative funding strategies. Reflecting feedback received from LAMs, the discussion explored options for both General Levies and Special Levies. GSC members were asked

to identify preferred approaches and models, working towards a narrower list of options for further study.

The workshop series will continue through April and May 2021, with the following proposed timelines and primary discussion topics:

- Workshop #3 – April 30, 2021 – Governance and Board Composition
- Workshop #4 – Mid-May 2021 – Financial Strategy
- Workshop #5 – Late-May 2021 – Service Strategy Review / Governance and Board Composition / Stakeholder Engagement and Next Steps

At the direction of the GSC, updates on the aforementioned governance themes will be brought forward to future LNTC meetings as more work is undertaken to address the issues raised during the Phase 1 consultation, including a path forward for future engagement and feedback from Committee.

Phase 1 Consultation – Local Area Municipalities

LNTC-C 1-2021 - Niagara Transit Governance – Detailed Phase 1 Consultation Summary presented an overview of the formal feedback received from LAMs on the recommended governance and financial models.

At the time of reporting, formal feedback had not been received from the City of Welland pending completion of a local staff report requested following the project team's presentation on February 9, 2021. On April 13, 2021, City of Welland Council adopted local staff recommendations from that report (Welland Council - TRANS-2021-01).

Appendix 1 - Niagara Transit Governance – Final Phase 1 Consultation Summary has been updated accordingly to include this feedback, which will be considered by the GSC in parallel with the input from received all LAMs through Phase 1 consultation.

Respectfully submitted and signed by

Scott Fraser, P.Eng.
Transportation Lead | GO Implementation Office

Appendix 1 Niagara Transit Governance – Final Phase 1 Consultation
Summary

Jurisdiction	Feedback Received
Fort Erie	<p>Council adopted staff recommendations from IS-04-2021, providing support-in-principle for the Commission, requesting Niagara Region further refine the governance and financial models in accordance with the recommendations contained in the report and in advance of the initiation of the triple-majority process in Q2 2021.</p> <p>Primary areas of feedback included the need for an alternative funding model to a levy based on property value assessment, a request for a permanent representative from Fort Erie on the Commission board, and that existing service levels be maintained indefinitely. Additional specific concerns identified in the staff report include the need to update financial baseline reporting to 2021, sources of transition cost funding, impact of COVID-19, and treatment of reserves.</p> <p>Discussion at Council referenced how peer jurisdictions have approached financing their transit systems, what a “go it alone” approach for Fort Erie may look like, the opportunity to work with senior levels of government, and the need for the Region to better analyze what municipalities are willing to support.</p>
Grimsby	<p>Council adopted staff recommendations from CAO 21-03, providing support-in-principle for the Commission, taking into account that Niagara Region will commit to and address;</p> <ul style="list-style-type: none"> a. That Grimsby’s current service levels are maintained and improved upon; and b. That the proposed financial model be amended to address concerns presented by the Town of Grimsby; and c. That Region Council consider geographical areas, such as Niagara West, when selecting two (2) additional Councillors for the Full Commission <p>Consistent with the feedback provided by the recommendations adopted, discussion at Council centred on the ongoing NRT On-Demand pilot program and future opportunities for transit services in Grimsby, including integration with the GO network, and the need to consider alternatives to the property assessment based financial strategy.</p>

Jurisdiction	Feedback Received
Lincoln	<p>Council adopted staff recommendations from AD-02-21, providing support-in-principle for the Commission, taking into account that Niagara Region will commit to and address;</p> <ul style="list-style-type: none"> a. That the Town of Lincoln service levels are maintained and improved upon; b. That the proposed financial model be amended to address concerns presented by the Town of Lincoln; and c. That Regional Council consider geographical areas, such as Niagara West, when selecting two additional Councillors for the Full Commission. <p>In addition to the primary areas of feedback identified in the adopted recommendations, discussion at Council also included how transit would support future growth in Lincoln, the ongoing NRT On-Demand Pilot, and the anticipated timing of return to pre-COVID-19 transit ridership levels.</p>
Niagara Falls	<p>Council jointly considered the presentation from Region staff and the Niagara Falls staff report CAO-2021-01, supporting a motion to endorse, in principle, the Full Commission as the recommended governance model for the consolidation of Niagara's public transit system and to further consider the option of offering free or reduced fares for seniors as part of [the] transition process.</p> <p>Feedback was also received regarding the need to reconsider 2021 as the baseline year for operational service levels, given ridership impacts from COVID-19.</p>

Jurisdiction	Feedback Received
Niagara-on-the-Lake	<p>Council adopted staff recommendations from CAO-21-002, providing support-in-principle for the Commission, taking into account that Niagara Region will commit to:</p> <ul style="list-style-type: none">• maintaining and improving upon the current service levels provided to the Town of Niagara-on-the-Lake;• amending the proposed financial model to address concerns identified by the Town of Niagara-on-the-Lake;• considering geographical areas when selecting two (2) additional Councillors for the Full Commission. <p>Further feedback centred on the critical role transit plays in supporting economic development and tourism in Niagara-on-the-Lake, the appropriate point in time for potential integration of WEGO with the Commission, and the role of the Cummings Principle in asset transfer.</p>

Jurisdiction	Feedback Received
Pelham	<p>Council considered staff report 202-0044-Recreation, and adopted a revised resolution, with the following items pertaining to the NTGS:</p> <ul style="list-style-type: none"> • BE IT RESOLVED THAT Council receive Report #2021-0044, Considerations for Service Provision Arising from Region of Niagara's Transit Governance Report, for information. • BE IT RESOLVED THAT the Council for the Town of Pelham does not support the full Transit Commission Model as presented by the Region of Niagara in Report LNTC-C-04/2020 as the Town of Pelham will not be sufficiently represented on the Commission Board as it pertains to governance of the Commission, and that the Region of Niagara be so advised. • BE IT RESOLVED THAT the Regional levy as proposed, based on MPAC assessment which does not take into consideration population size or ridership, and that an approximately 500% increase to the Town of Pelham is not acceptable, and is not supported by the Council for the Town of Pelham. • BE IT RESOLVED THAT the Council for the Town of Pelham directs Town staff to enter into negotiations with Regional Niagara staff as it pertains to the level of service, including but not limited to the response time for required service. <p>Council further directed Town staff to undertake negotiations with the Region pertaining to the extension of the ongoing NRT On-Demand pilot and to provide a future update to Council.</p> <p>Consistent with the feedback provided via the revised resolution, discussion at Pelham Council focused primarily on the property assessment-based financial model and the proposed composition of the Commission Board; with additional discussion on the anticipated timing of return to pre-COVID-19 transit ridership levels and alternative micro-transit service delivery models such as those used in Calgary and Innisfil.</p>

Jurisdiction	Feedback Received
Port Colborne	<p>Council adopted staff recommendations from report 2021-39, providing support-in-principle for the Commission, taking into account that Niagara Region will commit to and address:</p> <ul style="list-style-type: none"> a. That the City of Port Colborne service levels set out in the report Transit Enhancement Opportunity (Report 2021-15) dated January 11, 2021 are maintained and improved upon; b. That the proposed financial model be amended to address concerns presented by the City of Port Colborne; and c. That Regional Council consider geographical areas, such as Niagara South, when selecting two additional Councillors for the Full Commission. <p>The aspirational role of transit in the future growth of Port Colborne was discussed, including the enhanced ability for residents to facilitate working-from-home and commuting arrangements the GTA via the GO network. A request was made to further examine the option for municipalities to purchase enhanced transit services as part of the revised financial model.</p>

Jurisdiction	Feedback Received
St. Catharines	<p>Council considered staff report CAO-007-2021 and adopted amended recommendations, providing support-in-principle for the Commission, and further:</p> <ul style="list-style-type: none"> • That...staff [forward the] report, including comments detailed by the St. Catharines Transit Commission in Appendix 3, to the Region and requests the additional information identified in [the] report be received prior to the approval of a new Intermunicipal Transit System and operating model; • [Requesting] the formation of a Municipal Transit Transition Group that includes the CAOs of St. Catharines, Niagara Falls, Niagara Region and Welland, the St. Catharines Transit General Manager and any other transit staff or senior staff members required in order to develop draft Municipal Transfer Agreements that include (but are not limited to) the following: <ul style="list-style-type: none"> • Rider fare structure • Service plan detail including improvement guarantees • Asset transfer agreements • Growth forecasting model, including expansion costs and revenue opportunities; and • That prior to...triple majority and receiving a complete package of information of the impact of the proposal, that Engage STC be utilized to receive public feedback. <p>Areas of feedback identified through the staff report, commentary provided by the St. Catharines Transit Commission via Appendix 3, and discussion at Council included:</p> <ul style="list-style-type: none"> • need for additional detail in areas such as financial strategy and service plan prior to future decision points; • proposed composition of the Board and concern that St. Catharines would be underrepresented; • transfer of 2012 First Street Louth facility (current SCTC garage) and a request that it revert to the City should it not be used for transit purposes in the future; • additional information regarding the financial strategy, including service enhancement costs, facility expansion costs, investment levels required to achieve aspirational growth targets, and revenue impacts arising from a single regional fare; • a service plan detailing existing future service expansion, including integration with the forthcoming St. Catharines Transportation Master Plan update;

Jurisdiction	Feedback Received
St. Catharines (Cont'd)	<ul style="list-style-type: none"> • anticipated timing of return to pre-COVID-19 transit ridership levels and applicability of provincial Safe Restart funding; • required consolidation of Union labour agreements; • need to consider an alternative to 2021 as the baseline year for operational service levels, given ridership impacts from COVID-19; and • alternative governance structures to the presented Commission model.
Thorold	<p>Council adopted staff recommendations from report PWCS2021-13, providing support-in-principle for the Commission, with final approval subject to the satisfactory resolution of the following conditions:</p> <ol style="list-style-type: none"> a) Clarification of the City's required contribution during transition and beyond; and b) Confirmation that the Service Plan will maintain existing service and include service expansion to the high growth areas of the community as identified in the Thorold Transportation Master Plan (June 2020). <p>Consistent with the recommendations adopted by Council, discussion primarily focused on the future service models that would best benefit Thorold, including consideration of the Rolling Meadows development and the potential expansion of on-demand services to historically under- or un-served areas such as Allanburg and Port Robinson. Council further discussed the process for engagement with Brock University and associated financial contributions.</p>
Wainfleet	<p>Council considered, but did not support, Resolution No. C-2021-014, derived from the motion contained in Appendix 1 to LNTC-C 4-2020.</p> <p>Discussion at Council centred on the proposed assessment-based financial model and its significant impact on the residents of Wainfleet, and the future role of (and need for) transit in rural municipalities such as Wainfleet through enhancement of on-demand services such as the NRT On-Demand pilot.</p>

Jurisdiction	Feedback Received
Welland	<p>Council considered report TRANS-2021-01, adopting local staff recommendations as follows:</p> <ul style="list-style-type: none"> • THAT THE COUNCIL OF THE CITY OF WELLAND receive for information report TRANS-2021 - 01 - Update on Niagara Region Transit (NRT) Governance Strategy; and further • THAT Welland City Council support the current levels of Niagara Region Transit service in place and the emergence of on-demand services for smaller municipalities, which do not provide conventional and specialized services; and further • THAT Welland City Council defer approval for the proposed Niagara Transit Governance Strategy until 2023 due to the potential negative financial impact to Welland taxpayers; and further • THAT report TRANS-2021-01 - Update on Niagara Region Transit (NRT) Governance Strategy be circulated to all area municipalities. <p>Further feedback and discussion between the project staff presentation on February 9, 2021 and the consideration of the local staff report on April 13, 2021 included comparison between status-quo operations and governance against a future consolidated system, the recovery of transit ridership and revenue post-pandemic, the potential financial impact to Welland taxpayers and the need to revise the financial model, and the transfer of assets to the Commission and impacts on facilities shared with other municipal services.</p>
West Lincoln	<p>Council considered, but did not support, the motion contained in Appendix 1 to LNTC-C 4-2020.</p> <p>A series of concerns and a record of questions raised by Council were included in the official minutes from the January, 25, 2021 meeting. These topics included the impacts to West Lincoln residents arising from the proposed assessment-based financial model, the limited time transit has been provided in West Lincoln (via the NRT On-Demand pilot), and making decisions with impacts beyond the current term of Council.</p>

Jurisdiction	Feedback Received
Niagara Region	<p>Subsequent to the endorsement-in-principle for a Full Commission provided through LNTC-C 4-2020, Regional Council further adopted staff recommendations from PW 9-2021:</p> <ol style="list-style-type: none">1. That the assessment of expected impacts to Regional services arising from the consolidation of transit services in Niagara BE RECEIVED; and2. That staff BE DIRECTED to consider and incorporate these impacts as part of the updated transition plan to be returned in a final report to Regional Council for triple-majority consideration of transit consolidation.

**THE REGIONAL MUNICIPALITY OF NIAGARA
LINKING NIAGARA TRANSIT COMMITTEE
MINUTES**

**LNTC 1-2021
Wednesday, March 31, 2021
Council Chamber/Video Conference
Regional Headquarters, Campbell West
1815 Sir Isaac Brock Way, Thorold, ON**

Committee Members Present in the Council Chamber:	M. Siscoe (Municipal Councillor - St. Catharines) (Committee Chair), M. Robinson, Director, GO Implementation Office
Committee Members Present via Video Conference:	Campion (Mayor – Welland), Fertich (Regional Councillor) (Committee Vice-Chair), Redekop (Regional Councillor), Sendzik (Regional Councillor), Zalepa (Regional Councillor), G. Miller (Municipal Councillor - St. Catharines), L. Van Vliet (Municipal Councillor - Welland), S. Chemnitz, Chief Administrative Officer (City of St. Catharines), K. Todd, Chief Administrative Officer (City of Niagara Falls), R. Tripp, Acting Chief Administrative Officer (Niagara Region), S. Zorbas, Interim Chief Administrative Officer (City of Welland)
Other Councillors:	Bradley (Regional Chair)
Absent/Regrets:	C. Dabrowski (Municipal Councillor – Niagara Falls)
Staff Present in the Council Chamber:	M. Elia, Technology Support Analyst, S. Fraser, Transportation Lead, A.-M. Norio, Regional Clerk
Staff Present via Video Conference:	N. Miller, Communications Consultant, R. Salewytch, Transit Service Planning Coordinator, H. Talbot, Financial & Special Projects Consultant, L. Tracey, Project Coordinator, GO Implementation, B. Zvaniga, Interim Commissioner, Public Works
Others Present:	D. Grubb, Brock University, S. Kosh, Niagara College, R. Hilson, Brock University Student Union, G. Morrison, St. Catharines Transit, R. Rehan, Brock University Student Union, D. Stuart, Niagara Falls Transit, C. Stout, Niagara Falls Transit

1. CALL TO ORDER

Ann-Marie Norio, Regional Clerk, called the meeting to order at 2:03 p.m.

2. **DISCLOSURES OF PECUNIARY INTEREST**

There were no disclosures of pecuniary interest.

3. **SELECTION OF COMMITTEE CHAIR AND VICE-CHAIR**

3.1 **Call for Nominations for Committee Chair**

Ann-Marie Norio, Regional Clerk, called for nominations for the position of Chair of the Linking Niagara Transit Committee for the 2021 term.

Moved by Councillor Sendzik
Seconded by L. Van Vliet

That Mat Siscoe **BE NOMINATED** as Chair of Linking Niagara Transit Committee for the 2021 term.

3.2 **Motion to Close Nominations for Committee Chair**

The Regional Clerk called a second and third time for nominations for the position of Linking Niagara Transit Committee Chair. There being no further nominations, it was:

Moved by Councillor Campion
Seconded by G. Miller

That nominations for the position of Chair of the Linking Niagara Transit Committee for the 2021 term, **BE CLOSED**.

Carried

3.3 **Voting for the Position of Committee Chair**

There being only one nominee for the position, the Regional Clerk announced that Mat Siscoe would be the Chair of the Linking Niagara Transit Committee for the 2021 term.

3.4 **Call for Nominations for Committee Vice-Chair**

Ann-Marie Norio, Regional Clerk, called for nominations for the position of Vice-Chair of the Linking Niagara Transit Committee for the 2021 term.

Moved by Councillor Campion
Seconded by M. Siscoe

That Councillor Fertich **BE NOMINATED** as Vice-Chair of the Linking Niagara Transit Committee for the 2021 term.

3.5 **Motion to Close Nominations for Committee Vice-Chair**

The Regional Clerk called a second and third time for nominations for the position of Linking Niagara Transit Committee Vice-Chair.

There being no further nominations, it was:

Moved by Councillor Campion
Seconded by Councillor Sendzik

That nominations for the position of Vice-Chair of the Linking Niagara Transit Committee for the 2021 term, **BE CLOSED**.

Carried

3.6 Voting for the Position of Committee Vice-Chair

There being only one nominee for the position, the Regional Clerk announced that Councillor Fertich would be the Vice-Chair of the Linking Niagara Transit Committee for the 2021 term.

At this point in the meeting, Municipal Councillor Siscoe assumed the Chair.

4. **PRESENTATIONS**

There were no presentations.

5. **DELEGATIONS**

There were no delegations.

6. **ITEMS FOR CONSIDERATION**

There were no items for consideration.

7. **CONSENT ITEMS FOR INFORMATION**

7.1 LNTC-C 1-2021

Niagara Transit Governance – Detailed Phase 1 Consultation Summary

Scott Fraser, Transportation Lead, GO Implementation Office, provided information respecting Niagara Transit Governance – Detailed Phase 1 Consultation Summary. Topics of the presentation included:

- Phase 1 Roadshow Themes
 - Financial Strategy
 - Board Composition
 - Service Planning
 - Additional Feedback
- Governance Steering Committee
 - Terms of Reference
- Workshop Series

Moved by Councillor Sendzik
Seconded by G. Miller

That Correspondence Item LNTC-C 1-2021, being a memorandum from S. Fraser, Transportation Lead, GO Implementation Office, dated March 31, 2021, respecting Niagara Transit Governance - Detailed Phase 1 Consultation Summary, **BE RECEIVED** for information.

Carried

7.2 LNTC 4-2020

Linking Niagara Transit Committee Minutes - November 25, 2020

Moved by Councillor Redekop
Seconded by Councillor Zalepa

That Minutes LNTC 4-2020, being the minutes of the Linking Niagara Transit Committee meeting held on November 25, 2020, **BE RECEIVED** for information.

Carried

8. **OTHER BUSINESS**

There were no items of other business.

9. **NEXT MEETING**

The next meeting will be held on Wednesday, April 28, 2021, at 2:00 p.m.

10. **ADJOURNMENT**

There being no further business, the meeting adjourned at 2:34 p.m.

Mat Siscoe
Committee Chair

Matthew Trennum
Deputy Regional Clerk

Ann-Marie Norio
Regional Clerk