
MEMORANDUM

PWC-C 2-2019

Subject: Inter-Municipal Transit (IMT) Update

Date: January 8, 2019

To: Public Works Committee

From: Matt Robinson, GO Implementation Office

This memorandum provides supplementary information to the *Moving Transit Forward* presentation on the January 8, 2019, PWC agenda. A summary of the key Council-endorsed reports is provided below and, combined with the Moving Transit Forward presentation, comprises the core of the transit consolidation efforts thus far, including the 2019 transit budget submission.

- **Niagara Transit Service and Governance Study Report, 2017** by Dillon Consulting (Dillon Report) - ([Full report, with Executive Summary](https://www.niagararegion.ca/priorities/documents/transit-service-and-governance-strategy-final-report.pdf))
<https://www.niagararegion.ca/priorities/documents/transit-service-and-governance-strategy-final-report.pdf>

This key study formed the basis for Niagara Region obtaining *triple-majority*¹ with non-exclusive jurisdiction to operate inter-municipal transit. This study was initiated jointly by the three major transit operating municipalities (St. Catharines, Niagara Falls, and Welland) in conjunction with Niagara Region. It made strategic recommendations for an inter-municipal transit service plan, an investment plan, as well as the steps for transitioning towards a consolidated transit model.

Following the triple-majority process in June 2017, the Linking Niagara Transit Committee (LNTC) was formed and a Memorandum of Understanding (MoU) was signed between the above four major transit operating municipalities. This MoU led to the LNTC endorsing a workplan that included the development of the IMT Service Delivery Strategy and Financial Impact Analysis as outlined in the reports below.

[LNTC Reports: LNTC 21-2018, LNTC 22-2018, LNTC 23-2018](https://www.niagararegion.ca/council/Council%20Documents/2018/LNTC-agenda-sep-12-2018.pdf)
<https://www.niagararegion.ca/council/Council%20Documents/2018/LNTC-agenda-sep-12-2018.pdf>

¹ Triple Majority as prescribed by the Municipal Act: a majority on Regional Council, representing a majority of Niagara municipalities representing a majority of the population.

- **LNTC 21-2018: IMT Service Delivery Strategy Report**

This report proposed a framework with timelines for governance discussions. The report stages the various studies required to enable successful governance discussions and outlines necessary upgrades to the IMT service levels between 2017 and 2021. The report also recommends an accelerated implementation of IMT service enhancements outlined in the Dillon Report with a phasing plan. With the announcement of daily GO trains to St. Catharines and Niagara Falls effective January 7, 2019, this adds further impetus for transit investment to ensure effective IMT connectivity, frequency and seamless transfers between IMT and local systems to fully leverage the GO rail network and enable ridership to grow.

- **LNTC 22-2018: Inter-Municipal Transit Financial Impact Analysis Report**

This report analyzes the estimated financial impacts resulting from the proposed service enhancements outlined in LNTC 21-2018. Additionally, this report highlights the need for a separate general levy of 1.5% in year one, plus 1.53% in year two, in order to fund the proposed IMT service delivery strategy; the five year net operating impact is estimated at \$39.8 million (M).

- **LNTC 23-2018: Inter-Municipal Transit Capital Plan, 2019 Report**

This report summarizes the forecasted IMT capital cost requirements resulting from the proposed implementation strategy outlined in LNTC-C 21-2018; the estimated five-year capital cost is \$28.7M.

Should Committee desire additional information on the reports above, please feel free to contact the undersigned directly at matt.robinson@niagararegion.ca or ext. 3198.

Respectfully submitted and signed by

Matt Robinson
Director, GO Implementation Office