

MOVING TRANSIT FORWARD

Niagara Transit Governance Study

[Insert Local Area Municipality]

[Date]

Agenda



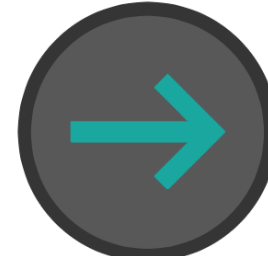
Overview



Niagara Transit
Governance Study



Connecting [*insert LAM*]
Residents



Next Steps



Overview

Overview

Today's Discussion

Niagara Transit Governance Study

- Next major milestone in consolidation of transit in Niagara
 - Follows from 2017 Triple-Majority, creation of Linking Niagara Transit Committee (LNTC), and direction to explore consolidation
 - Harmonization of operational policies and system-wide efficiencies delivered under work of the Inter-Municipal Transit Working Group (IMTWG)
- A Full Commission governance model recommended
- Associated Financial Strategy

Support and Feedback

- Local area municipality support and feedback being sought by February 28, 2021
- Motion as presented in Appendix 1
- Input informs future Triple-Majority process

Overview

Why Integrate?

Better Connect
Riders



Meet Evolving
Travel Needs

Increase Equity



Strengthen Economic
Development and
Tourism

Enhance Growth



Employment

Accessibility



Support
Sustainability

Overview

Why Now?

Coordinate COVID-19
Response & Recovery

Leverage Federal /
Provincial Funding
Opportunities

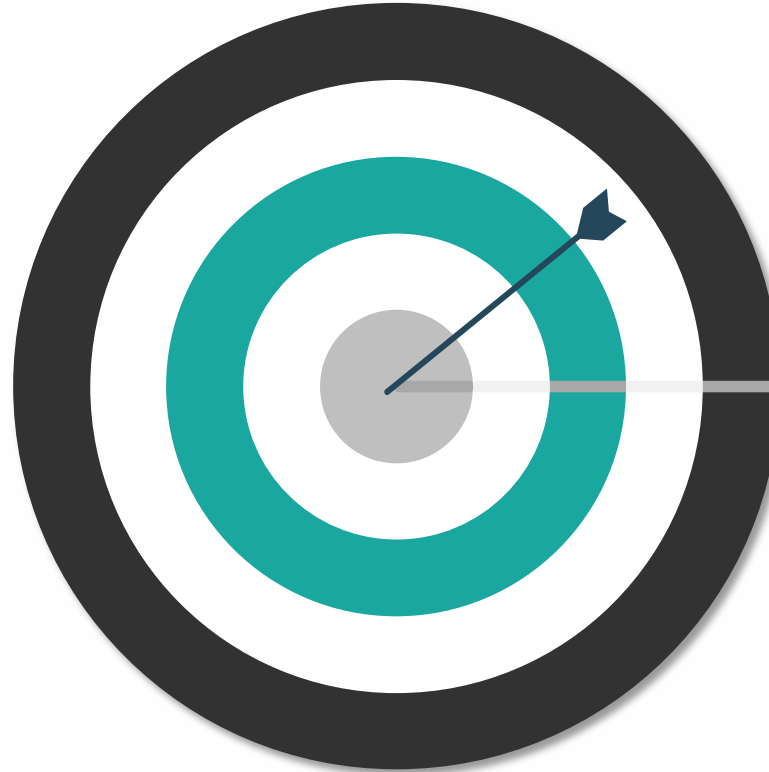
Operational
Harmonization

Maximize use of
Resources

Integration with GO
Network Expansion

On-Demand Model
Opportunities

Seamless Specialized
and Conventional
Transit

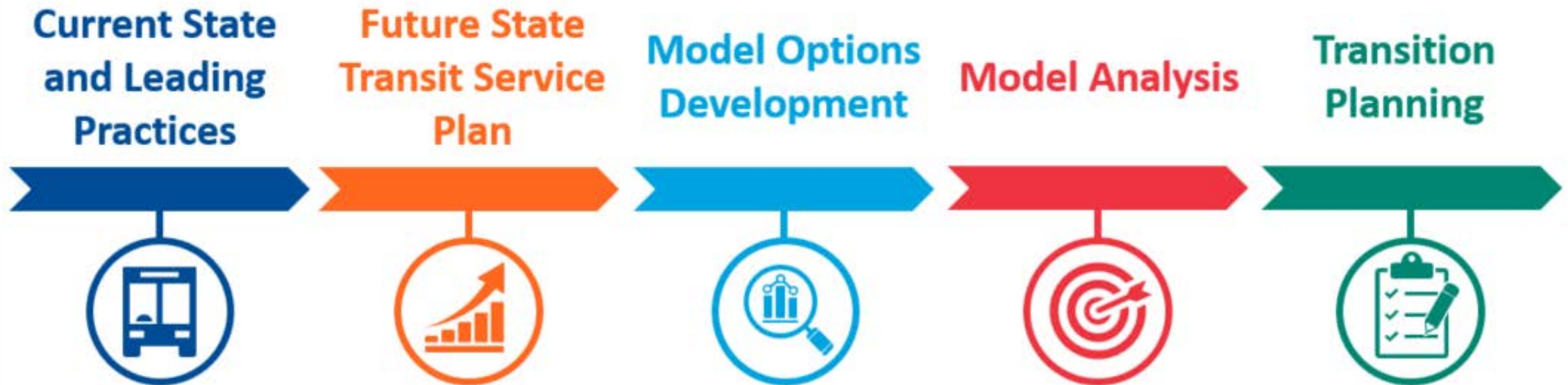




Niagara Transit Governance Study

Niagara Transit Governance Study

Project Milestones



Niagara Transit Governance Study

Recommendation



The Full Commission model brings the right balance of autonomy and flexibility to innovate, drive growth, and meet the diverse and changing needs of the region.

Niagara Transit Governance Study

Recommendation



Autonomy of the Full Commission

- Exclusively focused on transit
- Responds to trends and pressures
- Responsible for strategic and operational decisions
- Nimble → idea to action
- Negotiating power



Financial Benefits

- More cost efficient
- Less costly per-trip
- Flexibility to be strategic
- Regionally focused investments

The Full Commission is best suited to grow transit in the region while delivering high quality, innovative, and seamless transit services.

Niagara Transit Governance Study

Recommendation

Members of Regional Council

5 Voting Members

- (1) Welland
- (1) St. Catharines
- (1) Niagara Falls
- (2) **Niagara Municipalities** [*Selected amongst representatives of: West Lincoln, Lincoln, Grimsby, Pelham, Thorold, Niagara-on-the-Lake, Wainfleet, Fort Erie, and Port Colborne*]

Skills-Based or Public Members

4 Voting Members

- (4) Skills-based or Public Members (*appointed/nominated by Regional Council*)

Ex-Officio

- (1) Transit Commission General Manager (*non-voting member*)

Niagara Transit Governance Study

Recommendation

Advisory Committee

- (12) Niagara residents (one per municipality)
- (2) Members of the Accessibility Advisory Committee
- (2) (1) Member of student association from Niagara College and Brock University
- (1) Member(s) of Niagara Chamber(s) of Commerce
- (1) Transit Commission General Manager, or designate

By establishing an advisory body, the Commission will gain insights into current and upcoming challenges or opportunities, and explore these in a thorough way

Niagara Transit Governance Study

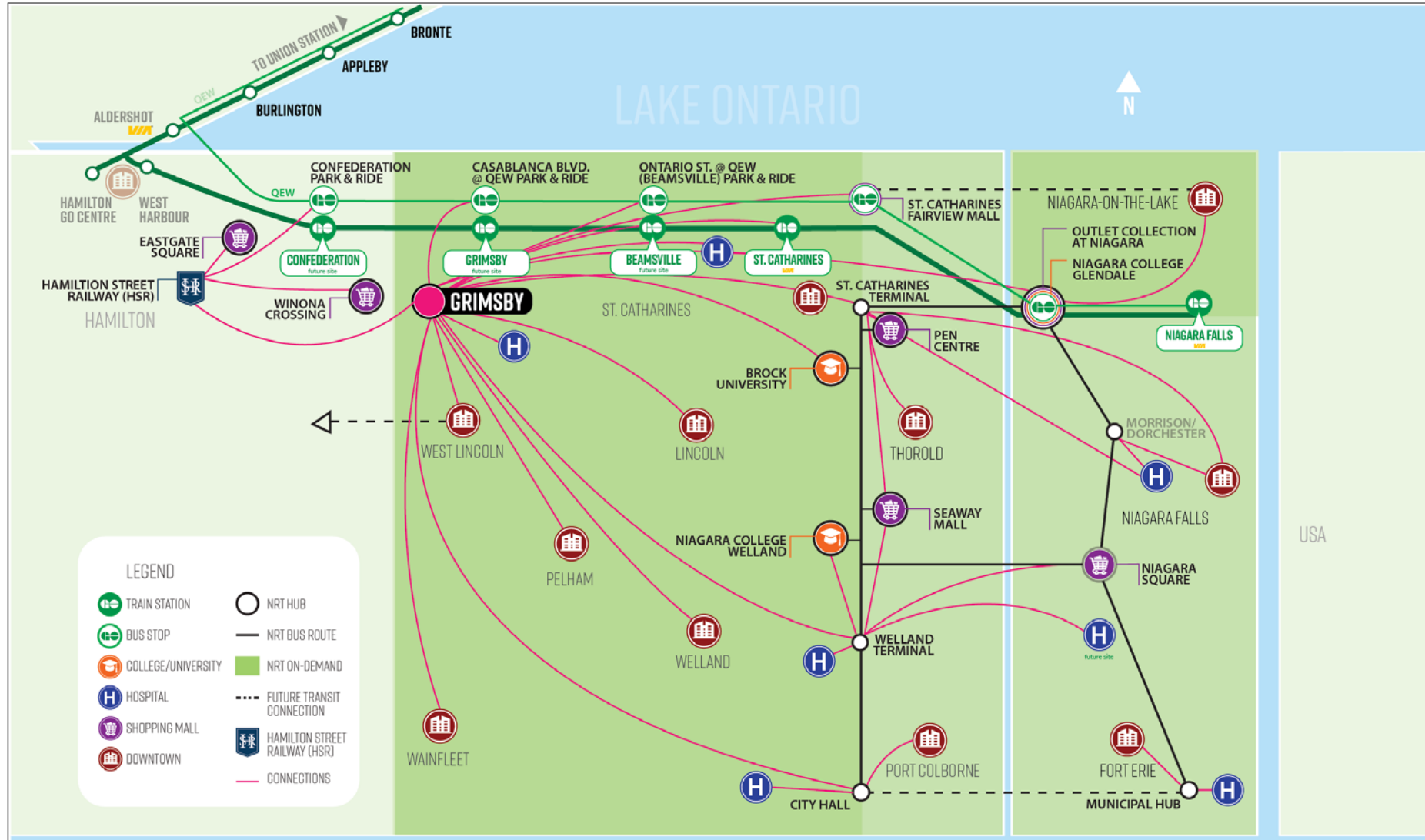
Transition Plan





Connecting [*Insert Local Area Municipality*] Residents

Connecting [*Insert LAM*] Residents



Note: This slide is indicative only, and will be tailored to each Local Area Municipality. Grimsby is presented for illustrative purposes.

Connecting [*Insert LAM*] Residents

Enhancements and Benefits



NRT On-Demand



GO Transit



Economic Growth



Tourism



Social Equity



Enhanced Service

Connecting [*Insert LAM*] Residents

Financial Strategy Overview

Key Features

Municipal Levy Eliminated in 5 years	Transit Service Enhancement/ Expansion	Shared Access to Existing Transit Assets	Enhanced Regional Integration
Single Regional Tax Levy Up to 9.5%	Five (5) Year Transfer for Larger Municipalities	< Two (2) Year Transfer for Smaller Municipalities	No Reduction in Service Hours for First Five (5) Years

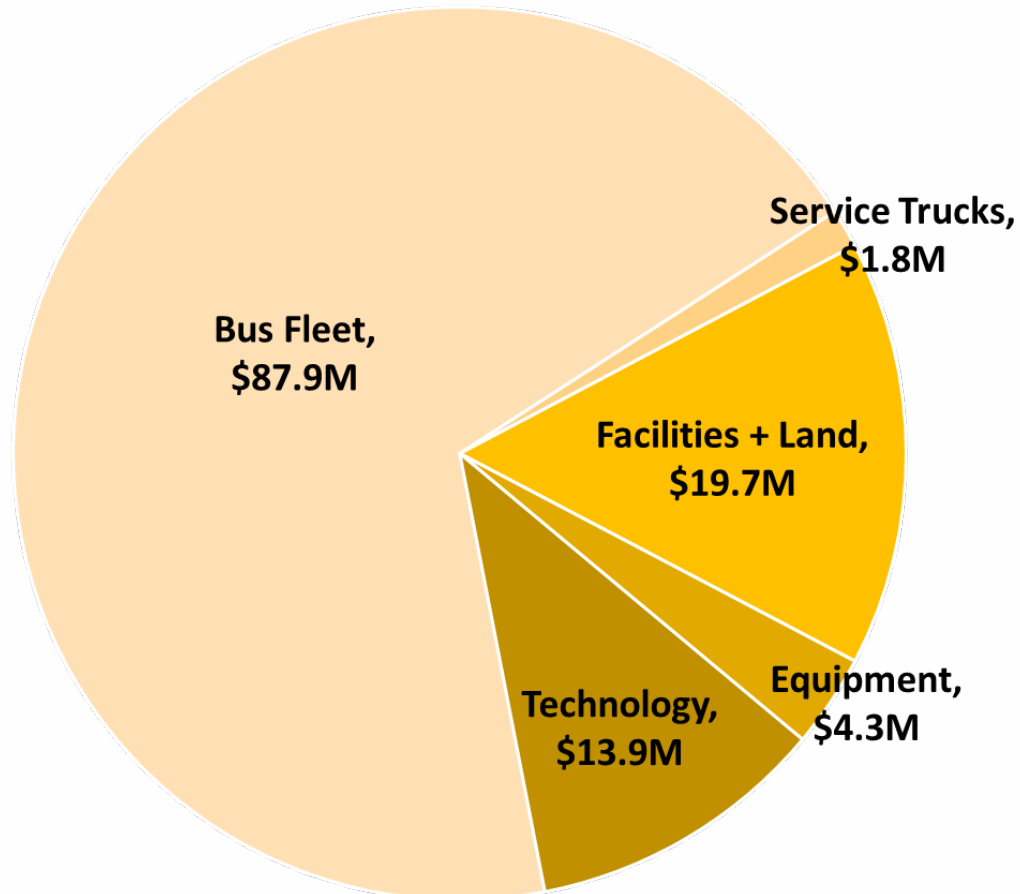
2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
Transition Costs (\$2.7M)										
0.70%										
		Transfer of Existing Local Transit (\$27.4M) + Inflation (\$6.8M)								
		1.40%	1.40%	2.00%	2.00%	2.00%				
		Transit Service Expansion (Growth Strategy TBD)								

Connecting [*Insert LAM*] Residents

Leveraging Prior Capital Investments

Transit Capital Assets

Transferred Previous Investment of \$127M



Shared Access to Transit Assets

Includes buses, service trucks, land, facilities, equipment & technology

Cost \$127.5M

St. Catharines \$64M
Niagara Falls \$29M
Welland \$15M
Niagara Region \$19M

Net Operating Expenditures

\$43.4M

\$9M (20%) supports Administration & Facilities

Cummings Principle

Transfer of assets without additional compensation – taxpayers do not pay twice for same asset

Connecting [*Insert LAM*] Residents

[*Insert LAM*] Benefits and Investment

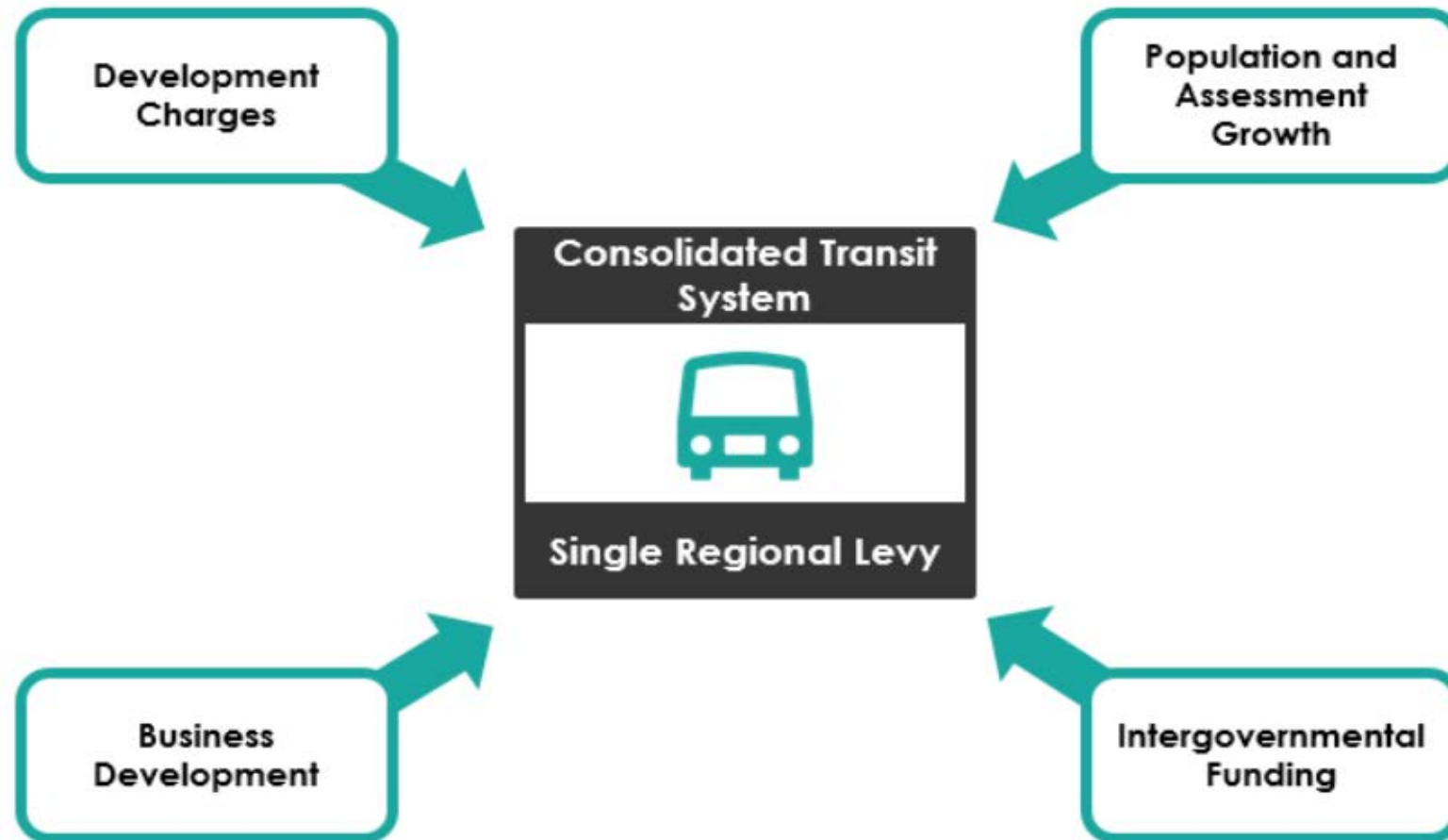
- One Regional Levy funds 100% of Commission by 2027
- Financial Strategy supports transit expansion in Grimsby
- Commission positioned to lead growth strategy

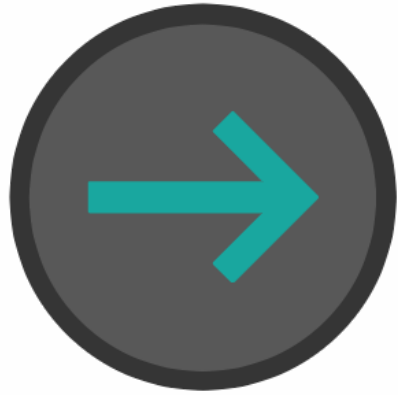
	NRT + Transition Costs		Local Transit Upload to Commission Levy Phase-In				Consolidated Transit Regional Levy	
<i>incl. inflation</i>	2021	2022	2023	2024	2025	2026	2027	2028
Grimsby	1.1	1.4	1.8	2.2	2.8	3.4	4.0	4.1
<i>All Other Municipalities</i>	13.5	17.0	21.9	26.7	33.7	40.8	47.9	48.6
Total Regional Levy	14.7	18.4	23.8	28.9	36.6	44.3	52.0	52.7
Total Municipal Levy	27.4	27.4	23.0	18.7	12.5	6.2	-	-

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Future Transit System Mitigations

Inputs to Consolidated System





Next Steps

Next Steps

Summary

Local area municipal feedback and support is being sought for a Full Commission governance model and the associated financial strategy, as reflected in the motion included as Appendix 1

Key Considerations

Full Commission
Governance Model

Single Regional Levy
with Five (5) Year
Transfer

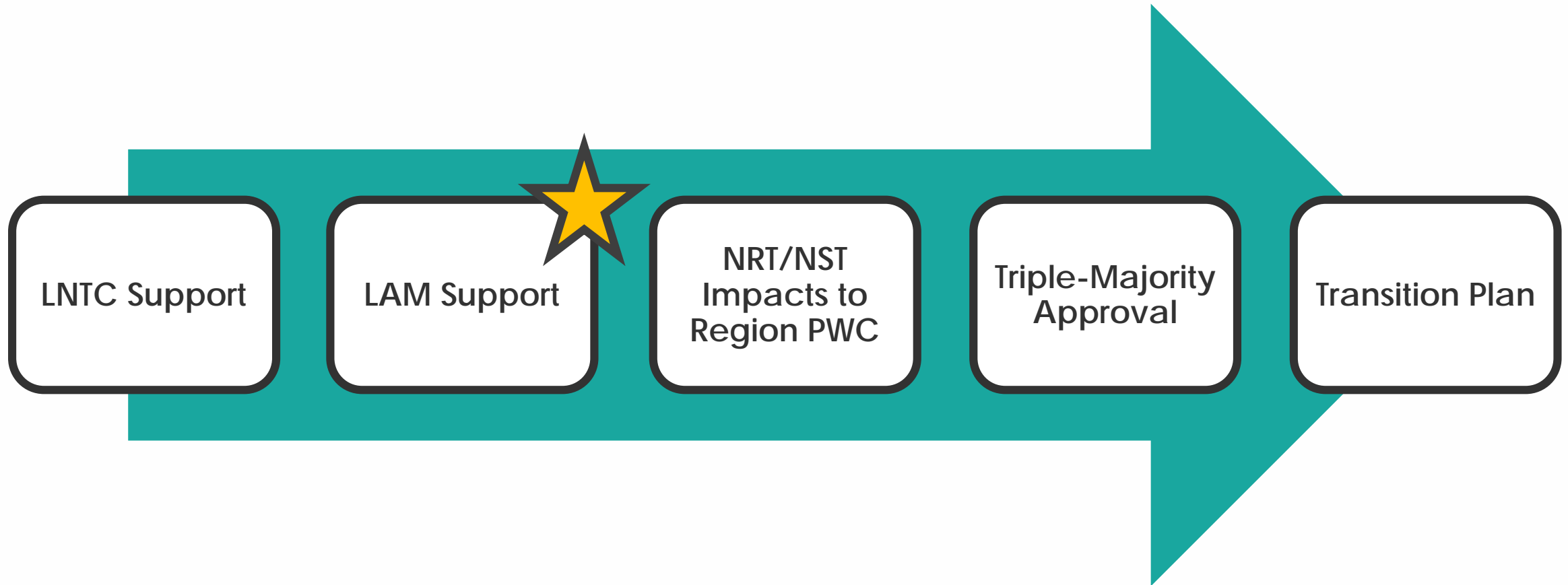
Minimum of 2021
Service Hours
Maintained for Five (5)
Years

Transfer of Assets,
Employees, and
Contracts

Feedback provided by February 28, 2021

Next Steps

Path Forward



MOVING TRANSIT FORWARD

Discussion