

| Jurisdiction | Feedback Received |
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| 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> <ol 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> |

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| 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> |

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| 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> |

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| <p>Pelham</p> | <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> |

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| 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; andc. 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> |

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| 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; |

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| 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> |

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| 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> |

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| Niagara Region | 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: <ol style="list-style-type: none"><li data-bbox="537 342 1801 412">1. That the assessment of expected impacts to Regional services arising from the consolidation of transit services in Niagara BE RECEIVED; and<li data-bbox="537 418 1808 526">2. 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. |