

MEMORANDUM**PWC-C 17-2019****Subject: Investing in Canada Infrastructure Program Projects Intake - 2019****Date: June 11, 2019****To: Public Works Committee****From: Kumar Ranjan, Transportation Lead, GO Implementation**

At the time of writing of this memo, Regional staff is in the process of submitting applications (May 28 deadline) under the Investing in Canada Infrastructure Program (ICIP) in concert with the application submissions by Niagara's transit systems seeking federal and provincial funding that will require a 27 percent municipal contribution.

In March 2018, Canada and Ontario signed an integrated bilateral agreement under the ICIP with federal funding to be allocated between years 2018 to 2028 under four (4) streams - public transit being one of them. The public transit stream allocation is based on year 2015 Canadian Urban Transit Association (CUTA) reported ridership. Table 1 details the allocations for Niagara.

Table 1 - ICIP Allocations – Niagara Transit Systems

Ultimate Recipient	Federal Allocation	Provincial Allocation	Estimated Municipal Cost-Match	Total
	(\$)	(\$)	(\$)	(\$)
Fort Erie	524,115	436,719	349,454	1,310,288
Niagara Falls	20,718,476	17,263,670	13,814,044	51,796,190
Niagara Region	1,860,821	1,550,529	1,240,702	4,652,052
Niagara-on-the-Lake	148,916	124,084	99,290	372,290
Port Colborne	239,042	199,182	159,381	597,605
St. Catharines	47,032,154	39,189,542	31,358,689	117,580,385
Thorold	2,962,303	2,468,339	1,975,116	7,405,758
Welland	7,835,892	6,529,257	5,224,581	19,589,730
Niagara - Total	81,321,719	67,761,322	54,221,257	203,304,298

Ministry of Transportation Ontario (MTO) opened the ICIP Public Transit stream applications intake on April 2 with the submission deadline of May 28, 2019. A By-law or Council resolution is not required at the application submission stage unless the project is a joint project. MTO has advised that there will be multiple application opportunities during the ICIP lifetime. Appendix 1 provides a summary of relevant application

parameters, eligible asset types, cost share amounts, and criteria from the ICIP Guidelines.

Recognizing the significant allocation amounts, long-term roll out window, budgeting needs, ongoing transit service improvements (local and inter-municipal), and the transit governance review now underway, the transit operators in Niagara are taking a coordinated approach in submitting respective applications.

This coordinated approach entails that the transit systems will submit individual applications based on infrastructure required for their respective transit system needs, while aligning the funding asks to support common items (i.e. fare technology integration). Proposed infrastructure would be complementary to the overall future transit needs under a consolidated transit system. The submission forms will have common language stating that the respective municipal request, though submitted independently, are all part of Niagara's coordinated request.

Below is an outline of the potential infrastructure items under broad categories for which the applications are being prepared by the major transit systems:

St. Catharines Transit Commission

Transit Fleet and major refurbishment

- Conventional Buses
- Para Transit Vehicles

Transit Technology

- Farebox integration
- Cameras, Modems, Radio
- Technology upgrades

Storage & Maintenance Facility and Equipment

- Hoists/ portable hoists (major repairs and new)

Niagara Falls Transit

Transit Fleet and major refurbishment

- Conventional Buses - Transmission Refurbishment
- Refurbishment of Conventional Transit Buses
- Replacement of conventional buses
- Supervisor's Vehicle (Expansion)

Transit Hub

- Multi-modal Hub - Bridge Street
- Inter-municipal Layby Construction - Morrison Street

Transit Technology

- Farebox Integration
- Transit Bus HD Video camera systems
- Video Surveillance Equipment (Regional/ Local HUBs)
- Radio/ VOIP Update (CAD/AVL)

Storage & Maintenance Facility and Equipment

- Automotive Lift - 18,000 lbs. (230")
- Tennant T20 heavy-duty industrial scrubber
- Extension of Parking/ Storage Facilities
- In ground 3 Post Hoist (Articulated Buses)
- Fuel System - Upgrade

Welland Transit

Storage & Maintenance Facility and Equipment

- Construction of Transit Operations Facility

Transit Fleet and major refurbishment

- Conventional Buses
- Para Transit Vehicles

Transit Technology

- Farebox integration
- Cameras, Modems, Radio
- Technology upgrades

Niagara Region Transit

Transit Fleet and major refurbishment

- Conventional buses

Transit Technology

- Farebox Integration

Should the Regional application be successful, a report with the funding details and required Regional contribution, including execution of a Transfer Payment Agreement,

will be brought to PWC for consideration. A copy of this memo is also being provided to the Linking Niagara Transit Committee (LNTC) for information.

Respectfully submitted and signed by,

Kumar Ranjan, P.Eng.
Transportation Lead
GO Implementation Office

Appendix 1: ICIP Application Guidelines - Relevant Points

Appendix 1

ICIP Application Guidelines

Relevant Points

Eligibility Criteria

Project must meet at least one of the following outcomes, including:

- improved capacity of public transit infrastructure
- improved quality and/or safety of existing or future transit systems, and
- improved access to a public transit system

Asset types funded

New construction, rehabilitation or replacement of eligible transit infrastructure projects.

- Rolling stock assets,
- Fixed assets
- Transit exclusive infrastructure, and
- Active transportation directly connected to the public transit system

Cost Share

	Federal	Provincial	Municipal
New Infrastructure/ Replacement	40%	33.33%	26.67%
Rehabilitation	50%	33.33%	16.67%

Eligible Expenses

- Capital costs – (Capital components must be owned by the applicant)
- Design and planning costs
- Specific Program requirements e.g. climate lens assessments and creating community employment benefit plans
- Incremental costs of employees only if Recipient is able to demonstrate that it is not economically feasible to tender a contract and arrangement is approved in advance and in writing by Canada and Ontario.
- Expenses will only be eligible if incurred after Project approval with the exception of climate lens assessments for successful projects

Additional Submission Requirements

- By-law(s)/council resolution(s) (if applicable)
A by-law/municipal council resolution for endorsement of projects is not required, unless the project is a joint project submission.
- Climate Lens Assessment (if applicable)
INFC requires applicants to complete a climate lens assessment for projects with total eligible costs of \$10 million or more. Climate lens submission are to be completed and submitted with the application.
- Community Employment Benefits (if applicable)
Applicants may report on community employment benefits for projects with total eligible costs of \$10 million or more. Applicants not reporting on community employment benefits must provide a rationale and should be advised that the rationale may be posted publicly.