

September 6, 2024

Ann-Marie Norio, Regional Clerk
Niagara Region
1815 Sir Isaac Brock Way
P.O. Box 1042
Thorold, ON L2V 4T7

RE: 2025 Proposed Capital Budget Submission

Dear Ms. Norio,

Please be advised that its meeting of August 27, 2024, the Niagara Transit Commission passed the following motion:

That Report NTC 20-2024, dated August 27, 2024, respecting 2025 Capital Budget, **BE RECEIVED** and the following recommendations **BE APPROVED**:

1. That the Niagara Transit Commission (NTC) Board **APPROVE** the proposed NTC 2025 gross capital budget of \$55,250,287 as presented in Appendix 1 of Report NTC 20-2024;
2. That financing in the amount of \$13,010,287 gross and \$2,494,000 net of the 2025 capital budget **BE INITIATED** upon approval of the 2025 Capital Budget and **BE ALLOCATED** to the projects as summarized in Appendix 1 of Report NTC 20-2024;
3. That financing in the amount of \$42,240,000 gross and \$1,500,000 net of the 2025 capital budget **BE INITIATED** and **BE ALLOCATED** to the projects upon approval confirmation of the Zero Emissions Transit Funding (ZETF) and Canada Infrastructure Bank (CIB) applications through a report back to the Board and Regional Council;
4. That the required incremental transfers to capital reserves of \$2,166,667 (annual total of \$4,333,334), as utilized in the Capital Budget and forecast, **BE CONSIDERED** in the 2025 Operating budget; and
5. That this report **BE PROVIDED** to the Budget Review Committee of the Whole (BRCOTW) for consideration at its meeting on September 12, 2024, and subsequently Regional Council on December 12, 2024, for final approval.

Further to the Niagara Transit Commission direction, I would ask that you take the appropriate action. A copy of Report NTC 20-2024 is attached.

Sincerely,

A handwritten signature in black ink, appearing to read "Mat Siscoe". The signature is fluid and cursive, with a long horizontal stroke at the end.

Mat Siscoe,
Board Chair, Niagara Transit Commission

Subject: 2025 Capital Budget
Report to: Niagara Transit Commission Board
Report date: **Tuesday, August 27, 2024**

Recommendations

1. That the Niagara Transit Commission (NTC) Board **APPROVE** the proposed NTC 2025 gross capital budget of \$55,250,287 as presented in Appendix 1 of Report NTC 20-2024;
2. That financing in the amount of \$13,010,287 gross and \$2,494,000 net of the 2025 capital budget **BE INITIATED** upon approval of the 2025 Capital Budget and **BE ALLOCATED** to the projects as summarized in Appendix 1 of Report NTC 20-2024;
3. That financing in the amount of \$42,240,000 gross and \$1,500,000 net of the 2025 capital budget **BE INITIATED** and **BE ALLOCATED** to the projects upon approval confirmation of the Zero Emissions Transit Funding (ZETF) and Canada Infrastructure Bank (CIB) applications through a report back to the Board and Regional Council;
4. That the required incremental transfers to capital reserves of \$2,166,667 (annual total of \$4,333,334), as utilized in the Capital Budget and forecast, **BE CONSIDERED** in the 2025 Operating budget; and
5. That this report **BE REFERRED** to the Budget Review Committee of the Whole (BRCOTW) for consideration at its meeting on September 12, 2024, and subsequently Regional Council on December 12, 2024, for final approval.

Key Facts

- The purpose of this report is to seek approval for the proposed 2025 Capital Budget for NTC and provide the NTC Board with an updated ten-year capital plan.
- The Capital budget being proposed includes 13 new projects which would be fully funded through Investing in Canada Infrastructure Program (ICIP), Provincial Gas Tax (PGT), Development Charges (DC), Zero Emission Transit Fund (ZETF), Canada Infrastructure Bank (CIB) loan and transfer from capital reserves. The

Welland garage facility structural repair and Welland terminal site's public amenities and parking lot projects will be managed by Niagara Region Facility staff.

- At Niagara Region's BRCOTW meeting on July 25, 2025, report CSD 29-2024 recommended that NTC continue with a sustainable capital strategy as approved by the triple majority agreement which recommended three years of incremental capital contributions of \$2.2 million to achieve an annual reserve contribution of \$6.5 million.
- The Welland terminal site public amenities and parking lot project is at risk of being deferred if an increase to the capital reserves from the 2025 operating budget to fully fund this project is not approved.
- Upon approval of this budget submission by the Board, it will be consolidated with the Niagara Region's total capital budget and presented to BRCOTW on September 12, 2024, and subsequently Regional Council on December 12, 2024 for approval.

Financial Considerations

The proposed capital budget has been developed consistent with the Region's risk evaluation methodology developed by the Asset Management Office (AMO). The 2025 NTC capital budget includes thirteen projects for a gross request of \$55,250,287 and a net request of \$3,994,000. The 2025 proposed projects are mainly externally funded as follows:

Table 1: Capital Funding Sources

Gross Capital Budget 2025	\$55,250,287
ZETF	21,120,000
CIB Loan	11,220,000
ICIP	7,795,190
PGT	7,821,097
DC's	3,300,000
2025 Capital Reserves to be used	\$3,994,000

See Appendix 1 for details by project.

The Niagara Region's Capital Financing Policy is a strategy for establishing adequate levels of funding for capital projects that address sustainment, growth and new strategic investments. This policy was utilized for funding decisions in the 2025 Capital Budget and is the basis for the following recommendations.

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- **Capital Reserve Strategy** - An increase of \$2.2 million was recommended in the 2024 budget planning strategy to support the infrastructure deficit in accordance with the Asset Management Plan and Capital Financing Strategy. If this increase is not approved, the NTC Welland Fleet Building Parking Lot project (\$895,000) in Appendix 1 is at risk of being deferred to future years.
 - **Use of Reserves** – \$3,994,000 reserve usage for 2025 capital projects is made up of a combination of the reserve balance and new transfers from the operating budget. The use of reserves is a balance between funding critical infrastructure and maintaining reserve balances to manage in-year and future price fluctuations. The 10-year forecast of capital reserve balances is included in Appendix 3.
 - **Other External** – Confirmed contributions from third parties, provincial and federal governments for capital projects are leveraged and budgeted where possible but only initiated when confirmed. \$48 million of other external funding is included in the 2025 recommended capital budget submission.
 - **Development charges** - \$3.3 million is recommended in accordance with the current Development Charge bylaw and Transit Study for growth related projects.

9 Year Forecast Financing Strategy

The 10-year gross capital program (Appendix 2) is \$253.3 million with no funding deficit assuming the enhancements to the contributions to reserves based on the approved triple majority reserve strategy are realized, funding applications are approved and consistent annual PGT funding are received. The capital forecast changes every year due to the timing of projects, new funding assumptions as well as any incremental transfers to reserves that may be approved in the budget. Assumptions used in the 10-year capital forecast include:

- Use of development charges in accordance with the DC Bylaw and Transit Study.
- Reserve assumptions are based on the requested 2025 contributions and include the on-going recommended increases in capital transfers for the balance of the 10 years.
- External Funding estimates are only for known funding applications related to already approved ICIP applications, pending ZETF applications (2025 budget only) and assumption that annual PGT received is equal to the funding for fiscal

2023-24. Future or anticipated funding announcements are not incorporated into the forecast.

Analysis

The Capital budget proposed for 2025 includes eleven projects managed by NTC and two managed through shared services by Niagara Region Facilities. These projects are fully funded through external funding available and a transfer from capital reserves. A summary of the 2025 Capital Projects and corresponding funding can be found on Appendix 1. A summary of the 2025 Capital budget and 9-year forecast can be found in Appendix 2.

The 2025 Capital Budget Submission includes four projects related to replacement of equipment and vehicles included within NTC's asset management plan. These include:

- replacement of 40' Conventional buses and Specialized buses which are funded 73.33% through ICIP,
- replacement of existing powertrain components to extend the life of five 40' buses to be funded through reserves, and
- replacement of 5 driver training shuttle vehicles which have an average age of 12 years and should have been replaced at 8 years.

There are two new projects identified for 2025 which were not included in the asset management plan but identified through the budget process. These are for the Fleet division to:

- replace a transmission jack that is past its useful life now and if not replaced will pose a safety risk to individuals using the jack, and
- replacement of a Cargo Van to safely deliver materials and supplies between sites.

One new project identified to realize significant efficiencies in Transit Operations intends to address the issue of missed bus runs, and replace the existing manual sign in process, which is timing consuming, prone to human error and not an efficient use of staff resources.

Included in the 2025 Capital Budget Submission are 4 projects related to a pending Zero Emissions funding application. The NTC is in the process of conducting a comprehensive zero emissions strategy. The funding available through the Zero Emission Transit Fund, if approved, is for NTC to run a pilot to purchase electric vehicles and run these vehicles through three routes in St. Catharines in order to test

technologies and efficiencies prior to a full implementation. The application will be submitted by the end of August 2024. These projects are included in the 2025 capital plan as the funding within this application must be spent by February 2026. The total gross capital costs for these 4 projects are \$42,240,000 to purchase 17 electric buses and to retrofit the facilities in the St. Catharines Terminal and Garage to be able to service and charge these electric buses. ZETF is available to fund up to 50% of the gross capital costs of the applications. As the electric buses are considered growth buses, DC funding is eligible under the Transit DC Study section 2-5, 1. As there is not enough internal funding available to fund all the buses the projects were split and DCs were applied to only 8 electric buses along with PGT and Capital reserves available. The remaining external funding for these projects is from a CIB loan. At this stage staff's understanding of the loan is that if approved, the loan is only repayable if operating efficiencies can be identified. Operating savings would be used to repay the loan. If there were no operating efficiencies the loan would not be required to be repaid. Staff will continue to evaluate the terms and conditions of the loan and will incorporate them into our financial reporting and budgets in the future as required. Staff will bring back a report for approval regarding the funding requirements prior to moving forward with the projects.

There are two projects to be managed by the Region Facilities team relating to capital repairs to the Welland garage facility and transit terminal. The first project relates to structural repair and reinforcement at the Welland garage. This project rated high through the Regional CAMRA process and poses a significant health & safety risk. Consultant review suggests reinforcement corrosion and inadequate bond between the concrete and reinforcement. This must be addressed as the current condition influences structural soundness. The second project is for asphalt replacement and passenger surfaces at the Welland transit terminal. Welland received a Building Condition Assessment (BCA) back in December 2016 which identified depressed pavers which pose tripping hazards and compromised asphalt surfacing on the property for buses that require immediate repair. It was identified that the deteriorating asphalt and non-working light standards would require repair by 2024. This project did not rate high through the CAMRA process but based on potential risk to riders, the fleet and employees, repairs should be completed. In order for this project to proceed a minimum increase to the capital reserves from the operating budget of \$295,813 (0.5% budget increase) would be required.

Capital Financing Sustainability and Asset Management Plan

The NTC will continue with the sustainability strategy for capital as approved in the triple majority agreement which recommended phasing in \$6.5 million of required annual

transfers to capital reserves over 3 years (\$2.17 million in 2023; \$4.33 million in 2024 and \$6.5 million in 2025 and ongoing). This strategy along with PGT is intended to support renewal of the infrastructure up-loaded to the NTC. This strategy aligns with the continued investments required in the 2024 NTC AMP approved in CSD 22-2024, which indicated an average annual funding gap of \$3.3 million between available funding and the required investment to sustain the current level of service. The AMP identified the replacement value of all NTC's assets (including facilities owned by the Region) to be \$293.3 million with a backlog of \$52.4 million. The AMP also provides funding targets known as the Annual Average Renewal Investment (AARI), which is the basis for developing a capital financing strategy.

To mitigate the pressures in the 2024 budget, the incremental capital contribution to NTC capital reserves was paused in 2024. Staff are recommending that the incremental transfer of \$2.2M be reinstated in 2025 in order to progress towards the total \$6.5 million required by 2026. Price escalations in capital renewal requirements will continue to be evaluated and reflected in budget recommendations.

The AMP will be updated in 2025 and will include a more developed funding strategy, and revised estimates will be reflected in future budgets.

Capital Reserves & PGT

NTC is forecasting a 2024 year-end balance in the Transit Capital Reserves of \$1.5 million. Included in the 2025 operating budget submission will be the \$4.33 million transfer to capital reserves. Based on the submission, \$3.1 million is required from reserves to fund the capital budget for 2025. Thus, at a minimum, the Board would need to support a transfer to capital reserves of the \$2,426,692 transfer from operating to fund the 2025 capital requests. This would leave a \$0 balance in Capital reserve resulting in capital pressures going into the 2026 capital budget process. See Appendix 3 for a summary of capital reserve balances from 2025-2034.

NTC is forecasting a 2024 year-end balance of \$3.4 million in PGT available. Based on past experience, NTC is expected to receive approximately \$6.8 million annually in PGT funding. Currently PGT funding is used for operating and capital expenses. Also included in the triple majority strategy was the strategy to eventually reserve PGT entirely for capital to ensure long-term asset sustainability by phasing out PGT funding in operations by \$0.3 million over the next 5 years. However, as a 2023 budget mitigation strategy the full \$1.6 million of PGT was used in the operating budget. Included in the 2025 budget will be the reduction of PGT by \$0.3 million to phase this out over 5 years in order to reduce the use of PGT to fund operations thus removing an

unsustainable source of funding from operating and ensuring capital needs are met. See Appendix 3 for a summary of expected PGT balances from 2025-2034.

Alternatives Reviewed

NTC is engaged in the corporate CAMRA prioritization process to establish the budget request. NTC also relies heavily on the Niagara Region's capital financing policy that establishes the principles Niagara Region will undertake to ensure financial sustainability, flexibility, transparency and legislative compliance of its capital funding program. As a result, no alternatives to the capital budget request have been presented.

Relationship to Niagara Transit Commission Strategic Priorities

Projects proposed are in alignment with the asset management plan and growth strategies. The Capital Budget Submission is in alignment with the NTC strategic priorities relating to Service Excellence through providing a sustainable capital budget and appropriate capital investments and Safety by ensuring appropriate structural repairs and investment in fleet for a safe reliable commute. The 2025 Capital Budget aligns with the Niagara Region's 2023-2026 Council Strategic Plan with 46% supporting effective Region, 16% supporting equitable Region, 28% green and resilient Region and 10% prosperous Region.

Other Pertinent Reports

CSD 29-2024 2025 Budget Strategy <https://pub-niagararegion.escribemeetings.com/filestream.ashx?DocumentId=38321>

Prepared by:
Tim Luey
Deputy General Manager
Planning & Performance

Recommended by:
Carla Stout, DPA
General Manager
Niagara Transit Commission

This report was prepared in consultation with Stephanie Muhic, Program Financial Specialist and reviewed by Melanie Steele, Associate Director, Reporting & Analysis.

Appendices

Appendix 1	2025 Capital Budget Detail with Funding
Appendix 2	2025-2034 Capital Summary & Nine-Year Forecast
Appendix 3	Summary of Capital Reserves and PGT
Appendix 4	2025 Capital Project Business Case - J_20002169
Appendix 5	2025 Capital Project Business Case - J_20002170
Appendix 6	2025 Capital Project Business Case - J_20002171
Appendix 7	2025 Capital Project Business Case - J_20002172
Appendix 8	2025 Capital Project Business Case - J_20002173
Appendix 9	2025 Capital Project Business Case - J_20002174
Appendix 10	2025 Capital Project Business Case - J_20002175
Appendix 11	2025 Capital Project Business Case - J_20002176
Appendix 12	2025 Capital Project Business Case - J_20002177
Appendix 13	2025 Capital Project Business Case - J_20002178
Appendix 14	2025 Capital Project Business Case - J_20002179
Appendix 15	2025 Capital Project Business Case - J_20002180
Appendix 16	2025 Capital Project Business Case - J_20002181

Appendix 1 - 2025 Capital Budget Detail with Funding

Project Name	Gross Capital	Reserves	Development Charges	Provincial Gas Tax	ICIP	ZETF (Note 2)	CIB Loan (Note 2)	Total Funding
25-Employee Sign-In Stations	\$ 200,000	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000
25-Shuttle Vehicles	225,000	225,000	-	-	-	-	-	225,000
25-Transmission Jack	40,000	40,000	-	-	-	-	-	40,000
25-Cargo Van	80,000	80,000	-	-	-	-	-	80,000
25-40' Conventional Bus Power Train Refurb	600,000	600,000	-	-	-	-	-	600,000
25-Annual - Replace 40' Conventional Buses	9,355,797	-	-	2,495,191	6,860,606	-	-	9,355,797
25-Replacement of Specialized/Para Transit Buses	1,274,490	114,000	-	225,906	934,584	-	-	1,274,490
25-8 Electric Buses	13,200,000	-	3,300,000	3,300,000	-	6,600,000	-	13,200,000
25-9 Electric Buses	14,850,000	-	-	-	-	7,425,000	7,425,000	14,850,000
25-Electrification Equipment & Infrastructure First St. Louth	9,395,000	1,500,000	-	1,800,000	-	4,697,500	1,397,500	9,395,000
25-Electrification Phased Equipment & Infrastructure Downtown Terminal	4,795,000	-	-	-	-	2,397,500	2,397,500	4,795,000
25-NTC Welland Fleet Building-Garage Repair	340,000	340,000	-	-	-	-	-	340,000
25-NTC Welland Fleet Building-Parking Lot (Note 1)	895,000	895,000	-	-	-	-	-	895,000
Total	\$55,250,287	\$3,994,000	\$3,300,000	\$7,821,097	\$7,795,190	\$21,120,000	\$11,220,000	\$55,250,287

Note 1 - Project is initiated from the Region Facilities department to replace the parking lot at the Welland Terminal. In order for this project to move forward, the Board must approve an enhanced increase to the capital reserve for Transit.

Note 2 - The application for the Zero Emission Transit Funding (ZETF) will be submitted end of August 2024 with a requirement to spend by February 2026. Funding includes ZETF and Canada Infrastructure Bank (CIB) loan. If application is not approved, the related capital projects would not move forward and staff would reassess how best to move forward with asset needs and report back to the board as needed.

Appendix 2 - 2025-2034 Capital Summary & Nine-year forecast

Annual Project	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	Total
25-Employee Sign-In Stations	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000
25-Shuttle Vehicles	225,000	-	-	-	-	-	-	-	-	-	225,000
25-Transmission Jack	40,000	-	-	-	-	-	-	-	-	-	40,000
25-Cargo Van	80,000	-	-	-	-	-	-	-	-	-	80,000
25-40' Conventional Bus Power Train Refurb	600,000	-	-	-	-	-	-	-	-	-	600,000
25-Annual - Replace 40' Conventional Buses	9,355,797	-	-	-	-	-	-	-	-	-	9,355,797
25-Replacement of Specialized/Para Transit Buses	1,274,490	-	-	-	-	-	-	-	-	-	1,274,490
25-8 Electric Buses	13,200,000	-	-	-	-	-	-	-	-	-	13,200,000
25-9 Electric Buses	14,850,000	-	-	-	-	-	-	-	-	-	14,850,000
25-Electrification Equipment & Infrastructure First St. Louth	9,395,000	-	-	-	-	-	-	-	-	-	9,395,000
25-Electrification Phased Equipment & Infrastructure Downtown Terminal	4,795,000	-	-	-	-	-	-	-	-	-	4,795,000
25-NTC Welland Fleet Building-Garage Repair	340,000	-	-	-	-	-	-	-	-	-	340,000
25-NTC Welland Fleet Building-Parking Lot (Note 1)	895,000	-	-	-	-	-	-	-	-	-	895,000
Annual - Replace 40' Conventional Buses	-	6,940,300	11,503,548	13,538,797	17,492,118	12,207,657	9,755,760	12,380,000	12,627,600	12,880,152	109,325,932
Replacement of Specialized/Para Transit Buses	-	779,988	1,325,979	811,499	551,820	281,428	579,411	608,381	638,800	651,576	6,228,882
Replace 60' Conventional Buses	-	1,272,388	1,297,836	1,323,793	-	4,131,822	-	-	-	-	8,025,839
On-Demand/Specialized Vehicles	-	2,500,000	1,250,000	-	-	-	-	1,464,574	1,464,574	1,464,574	8,143,722
Other Transit Capital	-	1,207,785	1,231,940	5,256,580	1,281,710	1,307,345	1,333,495	1,360,165	1,387,365	1,415,112	15,781,497
Growth - Fleet Expansion	-	4,960,040	4,960,040	4,960,040	4,960,040	4,960,040	-	-	-	-	24,800,200
Growth - Facility Expansion	-	-	14,217,000	-	-	-	-	-	-	-	14,217,000
Facility Review&Captial Inv't	-	4,085,120	780,000	820,000	860,000	900,000	950,000	1,000,000	1,050,000	1,100,000	11,545,120
Total Gross Capital	\$55,250,287	\$21,745,621	\$36,566,343	\$26,710,709	\$25,145,688	\$23,788,292	\$12,618,666	\$16,813,120	\$17,168,339	\$17,511,414	\$253,318,479
Capital Reserve Funding (Note 2)	(3,994,000)	(7,179,274)	(6,474,772)	(6,849,420)	(2,914,550)	(2,980,185)	(2,429,411)	(9,813,120)	(10,901,939)	(10,828,182)	(64,364,853)
Development Charges	(3,300,000)	(2,467,620)	(10,205,920)	(2,467,620)	(2,467,620)	(2,467,620)	-	-	-	-	(23,376,400)
ICIP Funding (Note 3)	(7,795,190)	(9,047,306)	(10,359,595)	(11,493,809)	(13,231,620)	(12,188,111)	(2,073,365)	-	-	-	(66,188,996)
ZETF Funding & CIB Loan (Note 4)	(32,340,000)	-	-	-	-	-	-	-	-	-	(32,340,000)
Provincial Gas Tax Funding	(7,821,097)	(3,051,421)	(9,526,056)	(5,899,860)	(6,531,898)	(6,152,376)	(8,115,890)	(7,000,000)	(6,266,400)	(6,683,232)	(67,048,230)
Net Funding Gap	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Note 1 - Project is initiated from the Region Facilities department to replace the parking lot at the Welland Terminal. In order for this project to move forward, the Board must approve an enhanced increase to the capital reserve for Transit.

Note 2 - Assumption includes enhanced approval of \$4.3 million transfer to capital within 2025 operating budget and \$6.5 million annually thereafter.

Note 3 - ICIP funding is exhausted by 2031. Estimates do not include new funding opportunities past 2031.

Note 4 - The application for the Zero Emission Transit Funding (ZETF) will be submitted end of August 2024 with a requirement to spend by February 2026. Funding includes ZETF and Canadian Investment Bank (CIB) loan. If application is not approved, capital project would not move forward.

Appendix 3 - Summary of Capital Reserves and PGT

Year	Opening Reserves	Transfer from Operating (Note 1)	Committed to Capital Use	Closing Reserve
2025	1,567,308	4,333,334	(3,994,000)	1,906,642
2026	1,906,642	6,500,000	(7,179,274)	1,227,368
2027	1,227,368	6,500,000	(6,474,772)	1,252,596
2028	1,252,596	6,500,000	(6,849,420)	903,176
2029	903,176	6,500,000	(2,914,550)	4,488,626
2030	4,488,626	6,500,000	(2,980,185)	8,008,441
2031	8,008,441	6,500,000	(2,429,411)	12,079,030
2032	12,079,030	6,500,000	(9,813,120)	8,765,910
2033	8,765,910	6,500,000	(10,901,939)	4,363,971
2034	4,363,971	6,500,000	(10,828,182)	35,788

Note 1 - Assumes enhancement to reserve from operating by an additional \$2,166,667 in 2025 and a further enhancement of \$2,166,667 in 2026 based on the reserve strategy originally approved through the triple majority strategy to increase reserves.

Year	Opening PGT (inclusive of Committed)	Received in year (Note 2)	PGT Used for Operating	PGT to be used for Capital	Closing PGT - Estimate
2025	3,409,618	6,845,789	(1,314,000)	(7,821,097)	1,120,310
2026	1,120,310	6,845,789	(1,014,000)	(3,051,421)	3,900,678
2027	3,900,678	6,845,789	(714,000)	(9,526,056)	506,411
2028	506,411	6,845,789	(414,000)	(5,899,860)	1,038,341
2029	1,038,341	6,845,789	(114,000)	(6,531,898)	1,238,231
2030	1,238,231	6,845,789	-	(6,152,376)	1,931,645
2031	1,931,645	6,845,789	-	(8,115,890)	661,544
2032	661,544	6,845,789	-	(7,000,000)	507,333
2033	507,333	6,845,789	-	(6,266,400)	1,086,722
2034	1,086,722	6,845,789	-	(6,683,232)	1,249,279

Note 2 - Estimate assumes same funding as currently received.

2025 Capital Data Sheet - Project ID: J_20002169

25-NTC Welland Fleet Building-Garage Repair

\$340,000

Project Description

Repair and reinforcement of building structure at NTC Welland Fleet Garage. Identified structural concerns represent a health and safety concern.



Project Details:

Municipality	Welland
Operating Unit / Division	Const Energy & Facilities Mgmt
Project Initiation	Concurrent with budget approval

List of Partners

Partners	N/A
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Project Source

DC Study Reference	N/A
Transportation Master Plan (TMP)	No
Water/Wastewater Master Servicing Plan (WWWMSPP)	No
Asset Management Plan (AMP)	No
Other Comments	



Budget Breakdown (\$)

Planning	-
Design	32,000
Pre-Construction	-
Construction	246,000
Internal Compensation	7,000
Internal Costs	-
Contingency	55,000
Warranty	-
Property	-
Equipment	-
Uninitiated - Budget	-
Total Budget Expenditure	340,000

Funding Sources (\$)

Reserves - Levy	340,000
Reserves - Rate	-
Reserves - Operating	-
Debt	-
Development Charges	-
Federal Gas Tax	-
Provincial Gas Tax	-
Area Municipality	-
Cost Sharing	-
Other External	-
Transfer From Operating	-
Total Budget Funding	340,000

Cash Flows (\$)

	Q1	Q2	Q3	Q4	Total
2025	20,000	60,000	200,000	60,000	340,000
2026	-	-	-	-	-
2027	-	-	-	-	-

Operating Impact (\$)

	2025	2026	2027
Total Operating Impact	-	-	-

Estimated Project Start Date: 1/1/25

2025 Capital Data Sheet - Project ID: J_20002170

25-NTC Welland Fleet Building-Parking Lot

\$895,000

Project Description

Concrete repair, asphalt replacement, minor renovations at NTC Welland Transit Hub. Existing conditions are poor and present health and safety concern.



Project Details:

Municipality	Welland
Operating Unit / Division	Const Energy & Facilities Mgmt
Project Initiation	Concurrent with budget approval

List of Partners

Partners	N/A
----------	-----

Project Source

DC Study Reference	N/A
Transportation Master Plan (TMP)	No
Water/Wastewater Master Servicing Plan (WWWMSPP)	No
Asset Management Plan (AMP)	No
Other Comments	



Budget Breakdown (\$)

Planning	5,000
Design	70,000
Pre-Construction	10,000
Construction	635,000
Internal Compensation	31,000
Internal Costs	-
Contingency	144,000
Warranty	-
Property	-
Equipment	-
Uninitiated - Budget	-
Total Budget Expenditure	895,000

Funding Sources (\$)

Reserves - Levy	895,000
Reserves - Rate	-
Reserves - Operating	-
Debt	-
Development Charges	-
Federal Gas Tax	-
Provincial Gas Tax	-
Area Municipality	-
Cost Sharing	-
Other External	-
Transfer From Operating	-
Total Budget Funding	895,000

Cash Flows (\$)

	Q1	Q2	Q3	Q4	Total
2025	20,000	80,000	750,000	45,000	895,000
2026	-	-	-	-	-
2027	-	-	-	-	-

Operating Impact (\$)

	2025	2026	2027
Total Operating Impact	-	-	-

Estimated Project Start Date: 1/1/25

2025 Capital Data Sheet - Project ID: J_20002170

25-NTC Welland Fleet Building-Parking Lot

Project Need, Justification of Timing and Costs

The exterior surfaces around the bus terminal at 160 East Main Street are in need of replacement. The asphalt areas are badly worn and beyond repair with patching. A full replacement of the asphalt has been recommended by the recently completed condition assessment. The concrete in various areas that of the public platforms is chipped and uneven. The interlocking stone around the building has heaved and is in need of repair. A decommissioned fountain is to be converted into a planter to improve aesthetics. There are 2 light standards that require replacement due to current electrical installation not meeting code. Funds will be used to address all items described.

Risk/Impact of Delay (Low, Medium, High) / Public Health Impact

Without the requested funds there are various areas on site that could lead to a member of staff or a member of the public tripping due to various uneven surfaces that exist. The asphalt upon which the buses travel is in poor condition. Continuing to use the area without repairing the asphalt will result in increased degradation and increase risk of injury or damage to buses.

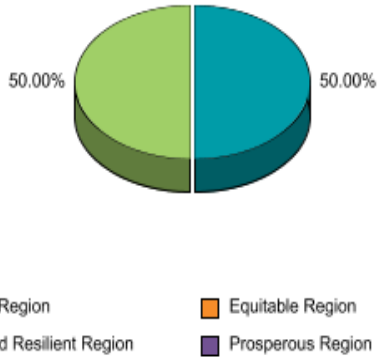
Project Forecast (\$)	LTD							Total
	Budget	2025	2026	2027	2028	2029	2030-2034	
Planning	-	5,000	-	-	-	-	-	5,000
Design	-	70,000	-	-	-	-	-	70,000
Pre-Construction	-	10,000	-	-	-	-	-	10,000
Construction	-	635,000	-	-	-	-	-	635,000
Internal Compensation	-	31,000	-	-	-	-	-	31,000
Internal Costs	-	-	-	-	-	-	-	-
Contingency	-	144,000	-	-	-	-	-	144,000
Warranty	-	-	-	-	-	-	-	-
Property	-	-	-	-	-	-	-	-
Equipment	-	-	-	-	-	-	-	-
Uninitiated - Budget	-	-	-	-	-	-	-	-
Converted Expenditures	-	-	-	-	-	-	-	-
Cost Share Expenditures	-	-	-	-	-	-	-	-
Total Budget Expenditure	-	895,000	-	-	-	-	-	895,000

2025 Capital Data Sheet - Project ID: J_20002171

25-Employee Sign-In Stations

\$200,000

Automate operator sign in process to help ensure that runs are not missed on the street (22 sign in stations). The system will allow operators to remotely view their schedule, change their schedules without paper forms, and request time off (3 display boards).



Project Details:

Municipality: Region Wide
 Operating Unit / Division: Niagara Transit Commission
 Project Initiation: Concurrent with budget approval

List of Partners

Partners

Project Source

DC Study Reference
 Transportation Master Plan (TMP) No
 Water/Wastewater Master Servicing Plan (WWWMSP) No
 Asset Management Plan (AMP) No
 Other Comments



Budget Breakdown (\$)

Planning	-
Design	-
Pre-Construction	-
Construction	-
Internal Compensation	-
Internal Costs	-
Contingency	-
Warranty	-
Property	-
Equipment	200,000
Uninitiated - Budget	-
Total Budget Expenditure	200,000

Funding Sources (\$)

Reserves - Levy	200,000
Reserves - Rate	-
Reserves - Operating	-
Debt	-
Development Charges	-
Federal Gas Tax	-
Provincial Gas Tax	-
Area Municipality	-
Cost Sharing	-
Other External	-
Transfer From Operating	-
Total Budget Funding	200,000

Cash Flows (\$)	Q1	Q2	Q3	Q4	Total
2025	-	200,000	-	-	200,000
2026	-	-	-	-	-
2027	-	-	-	-	-

Operating Impact (\$)	2025	2026	2027
Total Operating Impact	-	-	-

Estimated Project Start Date: 1/1/25

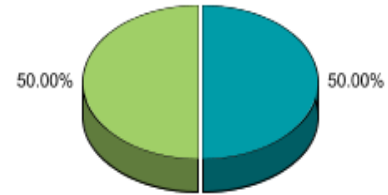
2025 Capital Data Sheet - Project ID: J_20002172

25-Shuttle Vehicles

\$225,000

Project Description

Replacement of 5 driver shuttle & training vehicles, based on internal informal condition assessment and useful life.



Project Details:

Municipality: Region Wide
 Operating Unit / Division: Niagara Transit Commission
 Project Initiation: Concurrent with budget approval

List of Partners

Partners



Project Source

DC Study Reference
 Transportation Master Plan (TMP): No
 Water/Wastewater Master Servicing Plan (WWWMSP): No
 Asset Management Plan (AMP): Yes
 Other Comments

Budget Breakdown (\$)

Planning	-
Design	-
Pre-Construction	-
Construction	-
Internal Compensation	-
Internal Costs	-
Contingency	-
Warranty	-
Property	-
Equipment	225,000
Uninitiated - Budget	-
Total Budget Expenditure	225,000

Funding Sources (\$)

Reserves - Levy	225,000
Reserves - Rate	-
Reserves - Operating	-
Debt	-
Development Charges	-
Federal Gas Tax	-
Provincial Gas Tax	-
Area Municipality	-
Cost Sharing	-
Other External	-
Transfer From Operating	-
Total Budget Funding	225,000

Cash Flows (\$)	Q1	Q2	Q3	Q4	Total
2025	-	225,000	-	-	225,000
2026	-	-	-	-	-
2027	-	-	-	-	-

Operating Impact (\$)	2025	2026	2027
Total Operating Impact	-	-	-

Estimated Project Start Date: 1/1/25

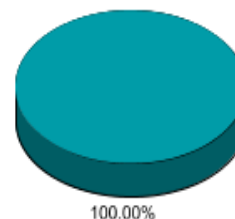
2025 Capital Data Sheet - Project ID: J_20002173

25-Transmission Jack

\$40,000

Project Description

This project is to replace one transmission jack that is specifically designed for removal and installation of transmissions, differentials and other components on heavy vehicles, that would be required to service buses.



Project Details:

Municipality
 Operating Unit / Division: Niagara Transit Commission
 Project Initiation: Concurrent with budget approval

List of Partners

Partners

- Effective Region
- Equitable Region
- Green and Resilient Region
- Prosperous Region

Project Source

DC Study Reference
 Transportation Master Plan (TMP): No
 Water/Wastewater Master Servicing Plan (WWWMSP): No
 Asset Management Plan (AMP): No
 Other Comments

Budget Breakdown (\$)

Planning	-
Design	-
Pre-Construction	-
Construction	-
Internal Compensation	-
Internal Costs	-
Contingency	-
Warranty	-
Property	-
Equipment	40,000
Uninitiated - Budget	-
Total Budget Expenditure	40,000

Funding Sources (\$)

Reserves - Levy	40,000
Reserves - Rate	-
Reserves - Operating	-
Debt	-
Development Charges	-
Federal Gas Tax	-
Provincial Gas Tax	-
Area Municipality	-
Cost Sharing	-
Other External	-
Transfer From Operating	-
Total Budget Funding	40,000

Cash Flows (\$)	Q1	Q2	Q3	Q4	Total
2025	-	40,000	-	-	40,000
2026	-	-	-	-	-
2027	-	-	-	-	-

Operating Impact (\$)	2025	2026	2027
Total Operating Impact	-	-	-

Estimated Project Start Date: 1/1/25

2025 Capital Data Sheet - Project ID: J_20002173
25-Transmission Jack

\$40,000

Project Need, Justification of Timing and Costs

This project is intended to replace one transmission jack to address the age of the existing transmission jack, which is 12 years old, and has a useful life of 10 years. The transmission jack is beyond its useful life and there is a high likelihood that the equipment could fail within the next 12 months.

If NTC does not replace the existing transmission jack there is significant risk to the health and safety of individuals operating the equipment due to the increased risk of failure. If NTC does not have a transmission jack to perform inhouse maintenance, then NTC will need to outsource these tasks. Delays in maintenance can affect the overall health of the fleet and possibly the number of buses available.

The 2025 budget is \$40,000. The cost is known due to a known unit cost for the equipment. The scope is well understood.

The Project is fully funded through Capital Reserves.

Risk/Impact of Delay (Low, Medium, High) / Public Health Impact

High. This project will replace the existing transmission jack that has exceeded its useful life. Failure of the equipment would result in a need to outsource maintenance tasks resulting in increased costs. There is a high likelihood that the equipment could fail within the next 12 months.

Project Forecast (\$)	LTD	2025	2026	2027	2028	2029	2030-2034	Total
	Budget							
Planning	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-
Pre-Construction	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Internal Compensation	-	-	-	-	-	-	-	-
Internal Costs	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Warranty	-	-	-	-	-	-	-	-
Property	-	-	-	-	-	-	-	-
Equipment	-	40,000	-	-	-	-	-	40,000
Uninitiated - Budget	-	-	-	-	-	-	-	-
Converted Expenditures	-	-	-	-	-	-	-	-
Cost Share Expenditures	-	-	-	-	-	-	-	-
Total Budget Expenditure	-	40,000	-	-	-	-	-	40,000

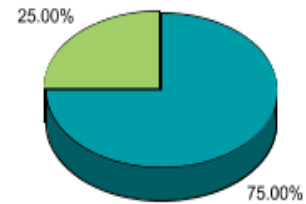
2025 Capital Data Sheet - Project ID: J_20002174

25-Cargo Van

\$80,000

Project Description

This project is for the purchase of one cargo van with an enclosed cargo area for the safe delivery of materials, supplies, and assets to/from NTC properties located throughout Niagara Region.



Project Details:

Municipality: Region Wide
 Operating Unit / Division: Niagara Transit Commission
 Project Initiation: Concurrent with budget approval

List of Partners

Partners

Project Source

DC Study Reference
 Transportation Master Plan (TMP): No
 Water/Wastewater Master Servicing Plan (WWWMSP): No
 Asset Management Plan (AMP): No
 Other Comments



Budget Breakdown (\$)

Planning	-
Design	-
Pre-Construction	-
Construction	-
Internal Compensation	-
Internal Costs	-
Contingency	-
Warranty	-
Property	-
Equipment	80,000
Uninitiated - Budget	-
Total Budget Expenditure	80,000

Funding Sources (\$)

Reserves - Levy	80,000
Reserves - Rate	-
Reserves - Operating	-
Debt	-
Development Charges	-
Federal Gas Tax	-
Provincial Gas Tax	-
Area Municipality	-
Cost Sharing	-
Other External	-
Transfer From Operating	-
Total Budget Funding	80,000

Cash Flows (\$)	Q1	Q2	Q3	Q4	Total
2025	-	80,000	-	-	80,000
2026	-	-	-	-	-
2027	-	-	-	-	-

Operating Impact (\$)	2025	2026	2027
Total Operating Impact	-	-	-

Estimated Project Start Date: 1/1/25

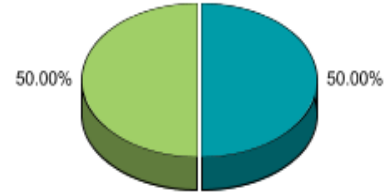
2025 Capital Data Sheet - Project ID: J_20002175

25-40' Conventional Bus Power Train Refurb

\$600,000

Project Description

The project involves the replacement of existing power train components (engine transmission) on 5 conventional (40 foot) buses.



Project Details:

Municipality: Region Wide
 Operating Unit / Division: Niagara Transit Commission
 Project Initiation: Concurrent with budget approval

List of Partners

Partners

- Effective Region
- Equitable Region
- Green and Resilient Region
- Prosperous Region

Project Source

DC Study Reference
 Transportation Master Plan (TMP): No
 Water/Wastewater Master Servicing Plan (WWWMSP): No
 Asset Management Plan (AMP): Yes
 Other Comments

Budget Breakdown (\$)

Planning	-
Design	-
Pre-Construction	-
Construction	-
Internal Compensation	-
Internal Costs	-
Contingency	-
Warranty	-
Property	-
Equipment	600,000
Uninitiated - Budget	-
Total Budget Expenditure	600,000

Funding Sources (\$)

Reserves - Levy	600,000
Reserves - Rate	-
Reserves - Operating	-
Debt	-
Development Charges	-
Federal Gas Tax	-
Provincial Gas Tax	-
Area Municipality	-
Cost Sharing	-
Other External	-
Transfer From Operating	-
Total Budget Funding	600,000

Cash Flows (\$)	Q1	Q2	Q3	Q4	Total
2025	-	300,000	300,000	-	600,000
2026	-	-	-	-	-
2027	-	-	-	-	-

Operating Impact (\$)	2025	2026	2027
Total Operating Impact	-	-	-

Estimated Project Start Date: 1/1/25

2025 Capital Data Sheet - Project ID: J_20002175
25-40' Conventional Bus Power Train Refurb

\$600,000

Project Need, Justification of Timing and Costs

This project intends to prevent failure of 5 Engine transmissions, by replacing those existing with new ones. Based on cumulative vehicle mileage, 500,000 km is the optimal replacement mileage to minimize maintenance and in service breakdowns. These 5 vehicles requiring replacement have an average mileage in excess of 600,000 km. If engine failure occurs, (which is a high probability), an engine rebuild will be necessary which will remove one bus from service for 2-3 months with an average cost of \$50,000 per engine.

There is an extremely high probability that a bus failure will be reported on some form of social media. The level of negative media attention will increase as the number of failures and individuals affected increases and has the ability to result in constituency complaints. This is especially true if a bus failed while on a regional route (i.e. highway). If this continues and if riders believe public transit cannot get them to their desired location in a safe and or timely manner, they will lose confidence taking public transit.

The 2025 budget request is \$600,000. The costs can be reliably estimated because the number of vehicles is known, and NTC has experience and data from performing refurbishments in the recent past.

The project is fully funded through Capital Reserves.

Risk/Impact of Delay (Low, Medium, High) / Public Health Impact

High. These vehicles are required to meet committed service levels. If refurbishments are not made, these vehicles will continue to incur increasingly larger maintenance and inspection costs, as these vehicles will need to be inspected more frequently to prevent on-route failures.

Project Forecast (\$)	LTD	2025	2026	2027	2028	2029	2030-2034	Total
	Budget							
Planning	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-
Pre-Construction	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Internal Compensation	-	-	-	-	-	-	-	-
Internal Costs	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Warranty	-	-	-	-	-	-	-	-
Property	-	-	-	-	-	-	-	-
Equipment	-	600,000	-	-	-	-	-	600,000
Uninitiated - Budget	-	-	-	-	-	-	-	-
Converted Expenditures	-	-	-	-	-	-	-	-
Cost Share Expenditures	-	-	-	-	-	-	-	-
Total Budget Expenditure	-	600,000	-	-	-	-	-	600,000

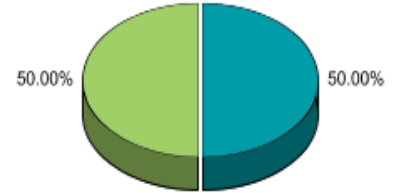
2025 Capital Data Sheet - Project ID: J_20002176

25-Annual - Replace 40' Conventional Buses

\$9,355,797

Project Description

Replacement of 10 x 40' conventional buses based on internal informal condition assessment (vehicle age, vehicle mileage, and historical maintenance costs).



Project Details:

Municipality: Region Wide
 Operating Unit / Division: Niagara Transit Commission
 Project Initiation: Concurrent with budget approval

List of Partners

Partners: Ministry of Transportation (MTO) - (Canada and Province of Ontario)

Effective Region
 Equitable Region
 Green and Resilient Region
 Prosperous Region

Project Source

DC Study Reference
 Transportation Master Plan (TMP): No
 Water/Wastewater Master Servicing Plan (WWWMSPP): No
 Asset Management Plan (AMP): Yes
 Other Comments

Budget Breakdown (\$)

Planning	-
Design	-
Pre-Construction	-
Construction	-
Internal Compensation	-
Internal Costs	-
Contingency	-
Warranty	-
Property	-
Equipment	9,355,797
Uninitiated - Budget	-
Total Budget Expenditure	9,355,797

Funding Sources (\$)

Reserves - Levy	-
Reserves - Rate	-
Reserves - Operating	-
Debt	-
Development Charges	-
Federal Gas Tax	-
Provincial Gas Tax	2,495,191
Area Municipality	-
Cost Sharing	-
Other External	6,860,606
Transfer From Operating	-
Total Budget Funding	9,355,797

Cash Flows (\$)	Q1	Q2	Q3	Q4	Total
2025	-	-	-	-	-
2026	9,355,797	-	-	-	9,355,797
2027	-	-	-	-	-

Operating Impact (\$)	2025	2026	2027
Total Operating Impact	-	-	-

Estimated Project Start Date: 1/1/25

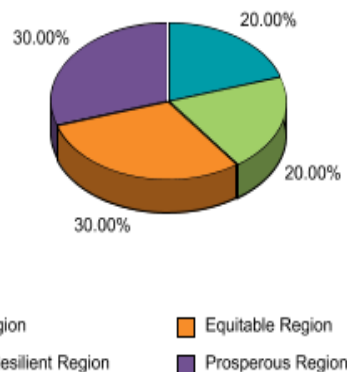
2025 Capital Data Sheet - Project ID: J_20002177

25-Replacement of Specialized/Para Transit Buses

\$1,274,490

Project Description

Replacement of 4 Specialized/ParaTransit Buses (based on internal informal condition assessment and useful life).



Project Details:

Municipality: Region Wide
 Operating Unit / Division: Niagara Transit Commission
 Project Initiation: Concurrent with budget approval

List of Partners

Partners: Ministry of Transportation (MTO) - (Canada and Province of Ontario)

Project Source

DC Study Reference
 Transportation Master Plan (TMP): No
 Water/Wastewater Master Servicing Plan (WWWMSP): No
 Asset Management Plan (AMP): Yes
 Other Comments

Budget Breakdown (\$)

Planning	-
Design	-
Pre-Construction	-
Construction	-
Internal Compensation	-
Internal Costs	-
Contingency	-
Warranty	-
Property	-
Equipment	1,274,490
Uninitiated - Budget	-
Total Budget Expenditure	1,274,490

Funding Sources (\$)

Reserves - Levy	114,000
Reserves - Rate	-
Reserves - Operating	-
Debt	-
Development Charges	-
Federal Gas Tax	-
Provincial Gas Tax	225,906
Area Municipality	-
Cost Sharing	-
Other External	934,584
Transfer From Operating	-
Total Budget Funding	1,274,490

Cash Flows (\$)	Q1	Q2	Q3	Q4	Total
2025	-	-	-	-	-
2026	1,274,490	-	-	-	1,274,490
2027	-	-	-	-	-

Operating Impact (\$)	2025	2026	2027
Total Operating Impact	-	-	-

Estimated Project Start Date: 1/1/25

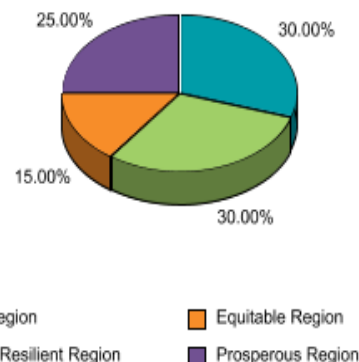
2025 Capital Data Sheet - Project ID: J_20002178

25-8 Electric Buses

\$13,200,000

Project Description

Conducting a comprehensive zero emissions strategy and simultaneously running a pilot to test technologies and efficiencies prior to full implementation through the purchase of 8 electric buses.



Project Details:

Municipality: St. Catharines
 Operating Unit / Division: Niagara Transit Commission
 Project Initiation: To be Initiated in future

List of Partners

Partners: Housing Infrastructure and Communities Canada (HICC) - Federal Funding; Ministry of Transportation (federal/Provincial)

Project Source

DC Study Reference
 Transportation Master Plan (TMP): No
 Water/Wastewater Master Servicing Plan (WWWMSP): No
 Asset Management Plan (AMP): No

Budget Breakdown (\$)

Planning	-
Design	-
Pre-Construction	-
Construction	-
Internal Compensation	-
Internal Costs	-
Contingency	-
Warranty	-
Property	-
Equipment	13,200,000
Uninitiated - Budget	-
Total Budget Expenditure	13,200,000

Funding Sources (\$)

Reserves - Levy	-
Reserves - Rate	-
Reserves - Operating	-
Debt	-
Development Charges	3,300,000
Federal Gas Tax	-
Provincial Gas Tax	3,300,000
Area Municipality	-
Cost Sharing	-
Other External	6,600,000
Transfer From Operating	-
Total Budget Funding	13,200,000

Cash Flows (\$)	Q1	Q2	Q3	Q4	Total
2025	-	-	-	-	-
2026	13,200,000	-	-	-	- 13,200,000
2027	-	-	-	-	-

Operating Impact (\$)	2025	2026	2027
Total Operating Impact	-	-	-

Estimated Project Start Date: 1/1/25

2025 Capital Data Sheet - Project ID: J_20002178

25-8 Electric Buses

\$13,200,000

Project Need, Justification of Timing and Costs

This project will enable NTC to implement a pilot study to test electric vehicles. These vehicles would be incremental to the diesel fleet throughout the pilot. The St. Catharines Transit Commission's electrification study identified a pilot project to enable the NTC to make a funding application for testing electric buses. The NTC is conducting a comprehensive zero emissions strategy and simultaneously running a pilot to test technologies and efficiencies prior to full implementation.

If this project does not proceed, NTC would lose access to the federal funding that must be spent by 2026. Future environmental strategies aiming at reductions in GHG would not be able to take advantage of this funding, thus would result in increased financial burden to local taxpayers. Furthermore, the reduction in GHG emission that would be achieved during the pilot stage would not be realized.

The 2025 budget request is \$13,200,000. There is known unit cost, and high degree of project scope and contingency development.

An application to the Zero Emission Transit Fund (ZETF) is pending approval through Housing, Infrastructure and Communities Canada.

The total cost of the project will be funded through both external and internal sources (50% ZETF, 25% Provincial Gas Tax, 25% Development Charges) if application is approved.

Risk/Impact of Delay (Low, Medium, High) / Public Health Impact

High. The reputation of the NTC will be improved with the introduction of electric vehicles; without the pilot the NTC will be seen as lagging in concern or care for the environment given the federal / provincial governments have provided funding for transit agencies to transition to zero emissions fleets. The failure of the NTC to implement zero emission fleet may result in high capital costs if the federal / provincial requirements change in the future; funding programs have been designed to encourage transition.

Project Forecast (\$)	LTD							Total
	Budget	2025	2026	2027	2028	2029	2030-2034	
Planning	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-
Pre-Construction	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Internal Compensation	-	-	-	-	-	-	-	-
Internal Costs	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Warranty	-	-	-	-	-	-	-	-
Property	-	-	-	-	-	-	-	-
Equipment	-	13,200,000	-	-	-	-	-	13,200,000
Uninitiated - Budget	-	-	-	-	-	-	-	-
Converted Expenditures	-	-	-	-	-	-	-	-
Cost Share Expenditures	-	-	-	-	-	-	-	-
Total Budget Expenditure	-	13,200,000	-	-	-	-	-	13,200,000

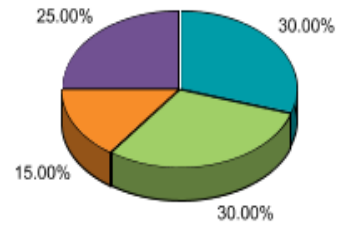
2025 Capital Data Sheet - Project ID: J_20002179

25-9 Electric Buses

\$14,850,000

Project Description

Conducting a comprehensive zero emissions strategy and simultaneously running a pilot to test technologies and efficiencies prior to full implementation through the purchase of 9 electric buses.



Project Details:

Municipality: St. Catharines
 Operating Unit / Division: Niagara Transit Commission
 Project Initiation: To be Initiated in future

List of Partners

Partners: Housing, Infrastructure and Communities Canada (Federal Funding); Canada Infrastructure Bank funding



Project Source

DC Study Reference
 Transportation Master Plan (TMP): No
 Water/Wastewater Master Servicing Plan (WWWMSP): No
 Asset Management Plan (AMP): No

Budget Breakdown (\$)

Planning	-
Design	-
Pre-Construction	-
Construction	-
Internal Compensation	-
Internal Costs	-
Contingency	-
Warranty	-
Property	-
Equipment	14,850,000
Uninitiated - Budget	-
Total Budget Expenditure	14,850,000

Funding Sources (\$)

Reserves - Levy	-
Reserves - Rate	-
Reserves - Operating	-
Debt	-
Development Charges	-
Federal Gas Tax	-
Provincial Gas Tax	-
Area Municipality	-
Cost Sharing	-
Other External	14,850,000
Transfer From Operating	-
Total Budget Funding	14,850,000

Cash Flows (\$)	Q1	Q2	Q3	Q4	Total
2025	-	-	-	-	-
2026	14,850,000	-	-	-	- 14,850,000
2027	-	-	-	-	-

Operating Impact (\$)	2025	2026	2027
Total Operating Impact	-	-	-

Estimated Project Start Date: 1/1/25

2025 Capital Data Sheet - Project ID: J_20002179

25-9 Electric Buses

\$14,850,000

Project Need, Justification of Timing and Costs

This project will enable NTC to implement a pilot study to test electric vehicles. These vehicle purchases will be an increase to the diesel fleet throughout the pilot. The St. Catharines Transit Commission's electrification study identified a pilot project to enable the NTC to make a funding application for testing electric buses. The NTC is conducting a comprehensive zero emissions strategy and simultaneously running a pilot to test technologies and efficiencies prior to full implementation.

If this project does not proceed, NTC would lose access to the federal funding that must be spent by 2026. Future environmental strategies aiming at reductions in GHG would not be able to take advantage of this funding, thus would result in increased financial burden to local taxpayers. Furthermore, the reduction in GHG emissions that would be achieved during the pilot stage would not be realized.

The 2025 budget request is \$14,850,000. There is known unit cost, and high degree of project scope and contingency development.

An application to the Zero Emission Transit Fund (ZETF) is pending approval through Housing, Infrastructure and Communities Canada. This application is to be funded 50% by ZETF and 50% by Canada Infrastructure Bank (CIB). CIB provides loans which are only repayable if there are savings in operations realized. These savings, if any, would be used to repay the loan resulting in a net operating impact of zero.

The total cost of the project will be 50% funded through ZETF and 50% through CIB if application is approved.

Risk/Impact of Delay (Low, Medium, High) / Public Health Impact

High. The reputation of the NTC will be improved with the introduction of electric vehicles; without the pilot the NTC will be seen as lagging in concern or care for the environment given the federal / provincial governments have provided funding for transit agencies to transition to zero emission fleets. The failure of the NTC to implement zero emission fleet may result in high capital costs if the federal / provincial requirements change in the future; funding programs have been designed to encourage transition.

Project Forecast (\$)	LTD	2025	2026	2027	2028	2029	2030-2034	Total
	Budget							
Planning	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-
Pre-Construction	-	-	-	-	-	-	-	-
Construction	-	-	-	-	-	-	-	-
Internal Compensation	-	-	-	-	-	-	-	-
Internal Costs	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Warranty	-	-	-	-	-	-	-	-
Property	-	-	-	-	-	-	-	-
Equipment	-	14,850,000	-	-	-	-	-	14,850,000
Uninitiated - Budget	-	-	-	-	-	-	-	-
Converted Expenditures	-	-	-	-	-	-	-	-
Cost Share Expenditures	-	-	-	-	-	-	-	-
Total Budget Expenditure	-	14,850,000	-	-	-	-	-	14,850,000

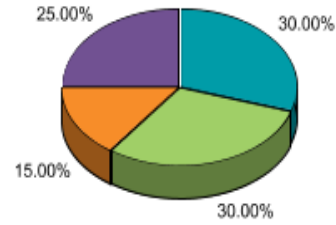
2025 Capital Data Sheet - Project ID: J_20002180

25-Electrification Equipment & Infrastructure First St. Louth

\$9,395,000

Project Description

Purchase and implementation of electrification equipment and infrastructure at the NTC's First St. Louth Location. to pilot Conducting a comprehensive zero emissions strategy and simultaneously running a pilot to test technologies and efficiencies prior to full implementation.



Project Details:

Municipality	St. Catharines
Operating Unit / Division	Niagara Transit Commission
Project Initiation	To be Initiated in future

List of Partners

Partners	Housing, Infrastructure and Communities Canada (federal funding); Ministry of Transportation (MTO) - (Canada and Province of Ontario)
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Project Source

DC Study Reference	
Transportation Master Plan (TMP)	No
Water/Wastewater Master Servicing Plan (WWWMSP)	No
Asset Management Plan (AMP)	No

Budget Breakdown (\$)

Planning	-
Design	-
Pre-Construction	-
Construction	5,900,000
Internal Compensation	-
Internal Costs	-
Contingency	-
Warranty	-
Property	-
Equipment	3,495,000
Uninitiated - Budget	-
Total Budget Expenditure	9,395,000

Funding Sources (\$)

Reserves - Levy	1,500,000
Reserves - Rate	-
Reserves - Operating	-
Debt	-
Development Charges	-
Federal Gas Tax	-
Provincial Gas Tax	1,800,000
Area Municipality	-
Cost Sharing	-
Other External	6,095,000
Transfer From Operating	-
Total Budget Funding	9,395,000

Cash Flows (\$)	Q1	Q2	Q3	Q4	Total
2025	-	939,500	1,879,000	4,697,500	7,516,000
2026	1,879,000	-	-	-	1,879,000
2027	-	-	-	-	-

Operating Impact (\$)	2025	2026	2027
Total Operating Impact	-	-	-

Estimated Project Start Date: 1/1/25

2025 Capital Data Sheet - Project ID: J_20002180

25-Electrification Equipment & Infrastructure First St. Louth

\$9,395,000

Project Need, Justification of Timing and Costs

This project will enable NTC to implement a pilot study to test electric vehicles. The St. Catharines Transit Commission's electrification study identified a pilot project to enable the NTC to make a funding application for testing electric buses. The NTC is conducting a comprehensive zero emissions strategy and simultaneously running a pilot to test technologies and efficiencies prior to full implementation.

If this project does not proceed, NTC would lose access to the federal funding that must be spent by 2026. Future environmental strategies aiming at reductions in GHG would not be able to take advantage of this funding, thus would result in increased financial burden to local taxpayers. Furthermore, the reduction in GHG emissions that would be achieved during the pilot stage would not be realized.

The 2025 budget request is \$9,395,000. There is known unit cost, and high degree of project scope and contingency development.

An application to the Zero Emission Transit Fund (ZETF) is pending approval through Housing, Infrastructure and Communities Canada. This application is to be funded 50% by ZETF, 15% by Canada Infrastructure Bank (CIB), 19% by Provincial Gas Tax (PGT) and 16% by Capital Reserves. CIB provides loans which are only repayable if there are savings in operations realized. These savings, if any, would be used to repay the loan resulting in a net operating impact of zero.

The total cost of the project will be funded through both external and internal sources if the application is approved.

Risk/Impact of Delay (Low, Medium, High) / Public Health Impact

High. The reputation of the NTC will be improved with the introduction of electric vehicles; without the pilot the NTC will be seen as lagging in concern or care for the environment given the federal / provincial governments have provided funding for transit agencies to transition to zero emission fleets. The failure of the NTC to implement zero emission fleet may result in high capital costs if the federal / provincial requirements change in the future; funding programs have been designed to encourage transition.

Project Forecast (\$)	LTD	2025	2026	2027	2028	2029	2030-2034	Total
	Budget							
Planning	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-
Pre-Construction	-	-	-	-	-	-	-	-
Construction	-	5,900,000	-	-	-	-	-	5,900,000
Internal Compensation	-	-	-	-	-	-	-	-
Internal Costs	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Warranty	-	-	-	-	-	-	-	-
Property	-	-	-	-	-	-	-	-
Equipment	-	3,495,000	-	-	-	-	-	3,495,000
Uninitiated - Budget	-	-	-	-	-	-	-	-
Converted Expenditures	-	-	-	-	-	-	-	-
Cost Share Expenditures	-	-	-	-	-	-	-	-
Total Budget Expenditure	-	9,395,000	-	-	-	-	-	9,395,000

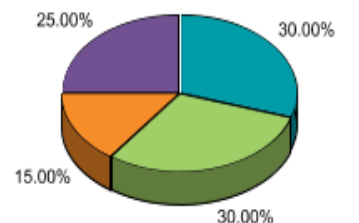
2025 Capital Data Sheet - Project ID: J_20002181

25-Electrification Phased Equipment & Infrastructure Downtown Terminal

\$4,795,000

Project Description

Conducting a comprehensive zero emissions strategy and simultaneously running a pilot to test technologies and efficiencies prior to full implementation through the purchase and implementation of electrification equipment and infrastructure at the NTC's downtown terminal.



Project Details:

Municipality: St. Catharines
 Operating Unit / Division: Niagara Transit Commission
 Project Initiation: To be Initiated in future

List of Partners

Partners: Housing, Infrastructure and Communities Canada and Canada Infrastructure Bank (federal funding)

Effective Region
 Equitable Region
 Green and Resilient Region
 Prosperous Region

Project Source

DC Study Reference
 Transportation Master Plan (TMP): No
 Water/Wastewater Master Servicing Plan (WWWMSP): No
 Asset Management Plan (AMP): No

Budget Breakdown (\$)

Planning	-
Design	-
Pre-Construction	-
Construction	2,700,000
Internal Compensation	-
Internal Costs	-
Contingency	-
Warranty	-
Property	-
Equipment	2,095,000
Uninitiated - Budget	-
Total Budget Expenditure	4,795,000

Funding Sources (\$)

Reserves - Levy	-
Reserves - Rate	-
Reserves - Operating	-
Debt	-
Development Charges	-
Federal Gas Tax	-
Provincial Gas Tax	-
Area Municipality	-
Cost Sharing	-
Other External	4,795,000
Transfer From Operating	-
Total Budget Funding	4,795,000

Cash Flows (\$)	Q1	Q2	Q3	Q4	Total
2025	-	479,500	959,000	2,397,500	3,836,000
2026	959,000	-	-	-	959,000
2027	-	-	-	-	-

Operating Impact (\$)	2025	2026	2027
Total Operating Impact	-	-	-

Estimated Project Start Date: 1/1/25

2025 Capital Data Sheet - Project ID: J_20002181

25-Electrification Phased Equipment & Infrastructure Downtown Terminal

\$4,795,000

Project Need, Justification of Timing and Costs

This project will enable NTC to implement a pilot study to test electric vehicles. The St. Catharines Transit Commission's electrification study identified a pilot project to enable the NTC to make a funding application for testing electric buses. The NTC is conducting a comprehensive zero emissions strategy and simultaneously running a pilot to test technologies and efficiencies prior to full implementation.

If this project does not proceed, NTC would lose access to the federal funding that must be spent by 2026. Future environmental strategies aiming at reductions in GHG would not be able to take advantage of this funding, thus would result in increased financial burden to local taxpayers. Furthermore, the reduction in GHG emissions that would be achieved during the pilot stage would not be realized.

The 2025 budget request is \$4,795,000. There is known unit cost, and high degree of project scope and contingency development.

An application to the Zero Emission Transit Fund (ZETF) is pending approval through Housing, Infrastructure and Communities Canada. This application is to be funded 50% by ZETF and 50% by Canada Infrastructure Bank (CIB). CIB provides loans which are only repayable if there are savings in operations realized. These savings, if any, would be used to repay the loan resulting in a net operating impact of zero.

The total cost of the project will be fully externally funded if the application is approved.

Risk/Impact of Delay (Low, Medium, High) / Public Health Impact

High. The reputation of the NTC will be improved with the introduction of electric vehicles; without the pilot the NTC will be seen as lagging in concern or care for the environment given the federal / provincial governments have provided funding for transit agencies to transition to zero emission fleets. The failure of the NTC to implement zero emission fleet may result in high capital costs if the federal / provincial requirements change in the future; funding programs have been designed to encourage transition.

Project Forecast (\$)	LTD	2025	2026	2027	2028	2029	2030-2034	Total
	Budget							
Planning	-	-	-	-	-	-	-	-
Design	-	-	-	-	-	-	-	-
Pre-Construction	-	-	-	-	-	-	-	-
Construction	-	2,700,000	-	-	-	-	-	2,700,000
Internal Compensation	-	-	-	-	-	-	-	-
Internal Costs	-	-	-	-	-	-	-	-
Contingency	-	-	-	-	-	-	-	-
Warranty	-	-	-	-	-	-	-	-
Property	-	-	-	-	-	-	-	-
Equipment	-	2,095,000	-	-	-	-	-	2,095,000
Uninitiated - Budget	-	-	-	-	-	-	-	-
Converted Expenditures	-	-	-	-	-	-	-	-
Cost Share Expenditures	-	-	-	-	-	-	-	-
Total Budget Expenditure	-	4,795,000	-	-	-	-	-	4,795,000