
Subject: 2025 Capital Budget

Report to: Budget Review Committee of the Whole

Report date: Thursday, September 12, 2024

Recommendations

1. That the 2025 Capital Budget for Niagara Regional Departments and Agencies, Boards and Commissions and Special Levies of \$376,112,038 **BE APPROVED** to the projects in **Appendix 1** of Report CSD 46-2024, pending final By-law approval anticipated to be on December 12, 2024;
2. That the following incremental transfers as utilized in the Capital Budget and forecast **BE CONSIDERED** in the 2025 Operating Budgets;
 - a. General Capital Levy – \$12,075,960 or 2.5% of the levy
 - b. Water & Wastewater Capital Reserves – \$11,160,869 or 7.22% of the net Water & Wastewater requisition
 - c. Niagara Transit Commission (NTC) – \$2,166,667
 - d. NRPS - \$320,000
3. That \$290,900 for the incremental operating costs related to capital projects funded with the General Capital Levy as per **Appendix 2** of Report CSD 46-2024 **BE CONSIDERED** as part of the 2025 Operating Budget to be funded from Assessment Growth;
4. That financing in the amount of \$333,872,038 gross and \$174,157,666 net **BE INITIATED** upon approval of the 2025 Capital Budget and **BE ALLOCATED** to the projects as summarized in **Appendix 1** of Report CSD 46-2024.
5. That development charge (DC) funding for the Barrick Road Trunk Watermain **BE INCREASED** from 40% to 50% as per the Region's policy approach to identifying benefit to existing (BTE) for projects.
6. That the WTP Upgrade – Welland Upgrade – Phase 2 **BE FUNDED** 50% with DCs and 50% with non-DC sources as per the Region's policy approach to identifying BTE for projects.

7. That the necessary By-laws **BE PREPARED** and **PRESENTED** to Council for consideration to coincide with the approval of the operating budget.

Key Facts

- The purpose of this report is to recommend the 2025 Capital Budget of \$376.1 million with 168 projects that have been prioritized through the Corporate Asset Management Resource Allocation (CAMRA) Model.
- The 2025 Capital Budget is supporting investment in our core services by allocating \$281.8 million or 75% in funding towards the sustainment of our assets.
- All recommended capital projects are supported by business cases included in the Budget Detail. As outlined in **Appendix 1**, 164 (\$333.9 million) of the 168 projects will be initiated concurrently with the approval of the 2025 Capital Budget and the remaining four capital projects (\$42.2 million) will be brought forward for initiation at a later date once external funding is confirmed.
- Capital funding was allocated to projects in alignment with the principles of the Capital Financing Policy and relies on a \$12.1 million (2.5%) increase in the levy budget, \$11.2 million (7.22%) increase on the water and wastewater rate and a \$2.2 million increase in the transit budget in accordance with the 2025 Budget Strategy report. The allocation also relies on a \$0.3 million increase in the NRPS budget. Should these amounts not be approved projects listed in **Appendix 3** would be removed from the budget.

Financial Considerations

The proposed 2025 Capital Budget of \$376.1 million (\$152.8 million Levy Capital Budget, \$165.1 million Water and Waste Water Rate Capital Budget, \$2.9 million Waste Management Capital Budget and \$55.3 million Transit Capital Budget) is included in **Appendix 1**. The capital budgets by funding source for the General Tax Levy, Water and Wastewater Rates and Special levies for both the approved 2024 capital budget and proposed 2025 capital budget is outlined in the two tables below.

Table 1: General Tax Levy and Water and Wastewater Rate Capital Funding Sources 2024 vs 2025 (in millions)

	General Tax Levy	General Tax Levy	Water and Wastewater Rate	Water and Wastewater Rate
	2024	2025	2024	2025
Regional Funding:				
Reserves	84.4	80.1	40.9	88.5
Debt	21.9	0	0	0
	106.3	80.1	40.9	88.5
External Funding:				
Municipalities (LAM)	4.3	2.4	2.2	24.2
Community Building Fund	10.8	18.3	4.0	0
Other External	19.3	2.7	0	10.7
	34.4	23.4	6.2	34.9
Development Charges	19.7	49.3	33.6	41.7
Total	160.4	152.8	80.7	165.1

Table 2: Special Levy Capital Funding Sources 2024 vs 2025 (in millions)

	Waste Management	Waste Management	Niagara Transit Commission	Niagara Transit Commission
	2024	2025	2024	2025
Regional Funding:				
Reserves	6.2	2.9	2.1	4.0
External Funding:				
Provincial Gas Tax	0	0	5.3	7.8
Other External	0	0	15.1	40.2
	0	0	20.4	48.0
Development Charges	0	0	0.5	3.3
Total	6.2	2.9	23.0	55.3

The 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 to allocate available funding to support the 2025 Capital Budget as outlined below.

- **Use of Reserves** – As per **Appendix 1**, \$175.7 million reserve usage for capital projects is made up of a combination of the reserve balance, new transfers from the operating budget, and closures or budget reductions of existing projects. The use of reserves is a balance between funding critical infrastructure and maintaining reserve balances to manage in-year and future price fluctuations.

The General Tax Levy Capital Reserve is forecasted to maintain a nominal reserve balance in order to progress towards reducing the backlog; however, the Water & Wastewater Rate Capital Reserves are projected to maintain approximately 1% of asset value in reserves in accordance with the Safe Drinking Water Act financial plan. For Waste Management, the capital reserve for open landfills is at its target balance, however, the landfill liability reserve is not adequately funded and the target balance is still under review. The Niagara Transit Commission has a similar strategy in progress to aim for a target balance to remain in reserves.

These reserves have been allocated to infrastructure renewal projects in accordance with the Capital Financing Policy. The 9-year forecast of capital reserve balances is included in **Appendix 4**.

- **Capital Reserve Strategy** – In addition to the existing reserves, a general tax levy increase of 2.5% (\$12.1 million), water and wastewater rate increase of 7.22% (\$11.2 million), Niagara Transit Commission increase of \$2.2 million and NRPS increase of \$0.3 million was recommended in the 2025 budget planning strategy. This is in order to support the infrastructure deficit in accordance with the Asset Management Plan and Capital Financing Strategy. If these increases are not approved, the capital projects in **Appendix 3** will be deferred to future year's budgets.
- **Debt** – Debt is recommended to be used for strategic or growth projects as identified within the Development Charge (DC) background study and in alignment with the Region's Capital Financing Policy. The Niagara Region has limited capacity to take on additional debt as per Infrastructure Ontario (IO)'s sector limit and impact on the Niagara Region's Standard & Poor's (S&P) bond rating detailed in CSD 37-2024. As a result, no new debt for the 2025 Capital Budget is being proposed.

In an effort to reduce the Regional debt burden and maintain the Region's current AA+ stable credit rating, staff are also proposing a debt substitution strategy as part of the 2025 Budget. There is approximately \$3.1 million in savings available from the levy debt charge budget to be transferred to the General Capital Levy Reserve. \$2.7 million will be used to substitute the unissued but approved debt for the low dollar

value debt funding projects listed in **Appendix 5**. The remaining funds will be left in the General Capital Levy Reserve to fund future capital projects.

The impacts to the debt metrics and trends are identified in **Appendix 6**. While Niagara is the highest compared to the average of comparable Regions in 7 debt metrics, it is still below the Municipal Act debt threshold of an annual repayment limit of 25% (2023 – 5.8%).

- **Local Area Municipality (LAM)** – Contributions from LAM's of \$26.6 million are used to fund capital projects in which Niagara Region projects incorporate some element of LAM owned infrastructure. As per Table 3 below, \$24.2 million of this total relates to the Port Colborne East Employment Lands projects.
- **Canada Community Building Fund (CCBF)** – Formerly known as Federal Gas Tax, the CCBF is an annual allocation from the Federal Government and is provided to the Region to fund infrastructure projects in accordance with the transfer payment agreement. The 2025 allocation was confirmed as \$15.7 million. Excess funds of \$2.6 million which were accumulated as result of project closures and annual interest allocations were also used to fund the 2025 Capital Budget. Total of \$18.3 included in the 2025 recommended capital program.
- **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. \$53.4 million of other external funding is included in the 2025 recommended capital program.
- **Development charges** - \$94.3 million is recommended in accordance with the current Development Charge (DC) background study for growth related projects. Due to changes in project scope DC funding as outlined in the DC Background Study related to the Barrick Road Trunk Watermain and WTP Update-Welland Update – Phase 2 are recommended to be updated. The current DC Background Study includes the Barrick Road Trunk Watermain as being funded 40% with DCs and 60% from non-DC sources. The DC background study does not include any DC funding for the WTP Update-Welland Update-Phase 2. The scope of these projects have changed and due to this change these projects will service a greater proportion of growth. Appendix F, section F.2, page F-8 of the DC background study outlines the Region's policy approach to identifying benefit to existing (BTE) for projects. In review of this information, due to the change in scope of these the totality of the project will address growth and existing issues. Therefore, for the Barrick Road

Trunk Watermain it is recommended that overall BTE for this project would be reduced from 60% to 50% and funding from DCs is recommended to increase from 40% to 50%. For the WTP Update-Welland Update – Phase 2 it is recommended that this project now be funded with 50% DCs.

Capital Budget Trend

Appendix 7 provides the trend in total capital budgets approved since 2021. These budgets have incorporated significant strategic investments. Highlighted in the purple bars for 2021 to 2022 are the consolidated costs for the South Niagara Waste Water Treatment Solution (SNWWTS) and the Long-Term Care Redevelopments. The five-year average of capital budgets excluding strategic projects is \$228.5 million and \$342.19 including strategic projects. The 2025 increase is recommended to address the backlog and projects identified in the Asset Management Plan.

Operating costs of capital

Operating costs of capital include both financing as well as the costs of operating assets. The Budget Planning By-law outlines that the approval of capital projects that result in a change in operating costs are to be budgeted in the year the project is approved. Some common examples of asset operating costs are incremental licensing, maintenance and staffing costs. This information is reported on the capital business cases within the Budget Detail. Operating impacts are summarized in **Appendix 2**.

The operating costs of the levy capital projects are recommended to be funded through assessment growth. Preliminary estimates of assessment growth revenue amount to 1.50% or \$7.2 million. Assessment growth revenue will be allocated based on the Budget Planning Bylaw's methodology when the operating budget is presented to the Budget Review Committee of the Whole in December. The assessment growth will be recommended for the projected 2025 operating costs of capital related to projects funded with General Capital Levy of \$290,900. Special levy and rate supported programs will need to accommodate operating costs of capital in their operating budgets.

The above costs exclude the \$1,000,000 in incremental operating expenses resulting from the South Niagara Emergency Shelter capital project which was approved in-year in COM 29-2024, the report recommended that the incremental operating expenses related to the shelter be considered in the 2025 budget. The incremental funding required will be included in the 2025 Operating Budget submission to Council.

Port Colborne East Employment Lands

The Barrick Road Trunk Watermain (20000623) and East Side Sewage Pumping Station (20000711) projects were prioritized for funding in 2025 in response to the announcement of Asahi Kasei’s investment in an Electric Vehicle (EV) battery separator plant in Port Colborne. Both projects were originally included in the 2026 multi-year budget and were ultimately critical with or without Asahi Kasei’s investment.

The announcement of Asahi Kasei’s investment has placed additional growth pressures on development of the Port Colborne East Employment lands. This has resulted in scope changes associated with three water/wastewater projects the Barrick Road Trunk Watermain, WTP Update-Welland Update-Phase 2 and Seaway WWTP Influent Channel. These scope changes have resulted in a review of the DC funding allocation for these projects. As previously mentioned, the Region uses a policy approach to identifying BTE for projects. Per review of the project details and policy as outlined in the DC background study it was determined that the totality of the projects will address growth and existing issues and therefore should be funded 50% with DCs and 50% with non-DC sources. Through PW 23-2024 Council approved a gross capital budget increase related to the Seaway WWTP Influent Channel Upgrade and corresponding change in DC funding percentage from 40% to 50%. This report seeks to obtain similar approval for the Barrick Road Trunk Watermain project to increase DC funding percentage from 40% to 50% and from 0% to 50% for the WTP Update-Welland Update-Phase 2.

Table 3: Port Colborne East Employment Lands Project Budgets (in millions)

	Barrick Road Trunk Watermain	East Side Sewage Pumping Station	
	Water	Wastewater	Total
Regional Funding:			
Reserves	24.6	16.0	40.6
Development Charges	24.6	0	24.6
IO Provincial Funding*	0	10.6	10.6
Subtotal – Regional Cost	49.2	26.6	75.8
Port Colborne - Cost Sharing	0	24.2	24.2

	Barrick Road Trunk Watermain	East Side Sewage Pumping Station	
	Water	Wastewater	Total
Total Cost	49.2	50.8	100.0

*Investing in Ontario Fund

9 Year Forecast Financing Strategy

Appendix 8 provides the 10-year capital program is \$5.3 billion (\$4.3 billion 2024) with an estimated funding deficit of \$2.7 billion (\$1.9 billion 2024). The 10-year capital program increased by \$979 million of which \$380 million relates to the Emergency Medical Services (EMS) Master Plan and \$109 million relates to the Long Term Care Future Campus. 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 2022 DC Bylaw and Background Study.
- Reserve assumptions are based on the requested 2025 contributions and do not include the on-going recommended increases for the balance of the 10 years. Increase will be incorporated as approved.
- No new debt is recommended in the forecast in alignment with S&P guidance and to manage the approved but unissued debt of \$135M for Linhaven and Gilmore Lodge Long Term Care homes as well as \$242.8M for the South Niagara Waste Water Treatment Solution. Outstanding debt as of June 30, 2024 is \$358.7 million and the projects noted above almost double the debt level.
- The Housing Master Plan and detailed corresponding financial strategy is being prepared. In the interim, the forecast includes an estimate of \$95.6 million in total for housing development which is an average of \$9.6 million per year.

Analysis

Corporate Prioritization Process

The capital project risk-based prioritization process known as the Corporate Asset Management Resource Allocation (CAMRA) was again executed by the departments in

preparation for the 2025 Capital Budget. The methodology utilizes risk calculated return on investment, total risk reduced from the project, alignment to Council/corporate priorities and other risks and externalities (legal commitments, industry standards, best practice, etc.) as the means for prioritizing projects. The available financial resources are then allocated to each of the above categories based on the Capital Asset Management Steering Team approved distribution.

In co-ordination with the principles of the Capital Financing Policy, the model optimized the allocation of available funding to projects with the highest scores in each category.

Health Equity Informed Planning

A cross sectional interdepartmental team of staff have been guiding the Health Impact Assessment (HIA) process at the Niagara Region. This is aligned with the Health Equity Informed Planning (HEIP) project, part of the Council Strategic Priority, an equitable region. This project involves incorporating HIA's into planning processes at the Region. The initial stages of an HIA involves screening projects for information to aid in the understanding of what social determinants of health (SDOH) the capital project may have. Four projects were selected for screening based on the following criteria:

- Projects in design/planning phases that can address potential HIA recommendations.
- Projects with large budget impacts.
- Projects that provide a new/incremental level of service.

These SDOH summarized with their positive/negative impacts are in **Appendix 9**. This appendix highlights potential health considerations for projects that will be discussed in depth through the completion of a full HIA. The recommendations from a full HIA will amplify positive health impacts of a project and mitigate negative health outcomes.

Capital Financing Sustainability and Asset Management Plan

On June 23, 2022 Council approved Report CSD 7-2022 - 2021 Asset Management Plan (AMP). The AMP is a plan to improve asset utilization, manage asset life cycle risk, adhere to compliance and legislative requirements and improve accuracy of inventory. This plan has updated the replacement value of all Region's assets to \$9.8 billion (2016 - \$7.4 billion) and the backlog of projects to \$2.4 billion (2016 - \$0.5 billion). The AMP also provides funding targets known as the Annual Average Renewal Investment (AARI), which is the basis for developing a capital financing strategy. The AARI is

calculated as the average annual capital expenditures required to achieve sustainability over a specified time horizon. The 2021 AMP provides a 10, 50, and 100-year AARI.

For the purposes of the 2025 Capital Budget staff proposes that we continue with the levy strategy adopted in 2023 of using the 50 year AARI time horizon rather than the AMP recommended 10 year AARI due to the need to balance sustainability with affordability. For rate departments, staff proposes that we adopt the 10 year AARI for 2025 which requires an increase of 7.22% on the combined rate requisition. The operational risk and impacts of not maintaining these asset types in a state of good repair are significant. Staff have begun working on the 2025 AMP revisions and early indications show a continued decline in the state of these assets along with increased renewal costs since the previous 2021 plan. The requirement to continue to increase investment to adequately sustain the water and wastewater system are real and present. A summary of the recommended Capital Financing Strategy contributions is illustrated below.

Table 4: Capital Financing Strategy Contributions (in millions)

Program	Current State (2025 Proposed Budget)	10-year AARI + Backlog Strategy	50-year AARI Strategy
General Tax Levy	\$55.0	\$269.0	\$158.0
Water/ Wastewater Rates	\$64.7	\$164.0	\$122.0
Waste Management Special Tax Levy	\$1.8	\$5.0	\$10.0
Transit Special Tax Levy	\$4.4	\$6.0	n/a
Total	\$125.9	\$444.0	\$290.0

The AMP will be updated in 2025, and revised estimates will be reflected in future budgets, in tandem with Councils approval of the new proposed levels of service and financing strategies by July 1, 2025 (per legislation).

For the waste management budget, no separate increases are required as the current capital contributions adequately fund the current capital forecast for open landfills. However, commitment to the multi-year budget and reserve strategy adopted in 2021 continues to be required to achieve sustainability in alignment with the landfill liability reserve needs.

For NTC, the Commission will continue with the sustainability capital strategy which called for three years of incremental capital contribution of \$2.2 million, 2025 being the second year.

For NRPS, the Service will continue with the strategy approved by the Board in 2022 which called for an incremental \$0.3 million contribution per annum until a \$5.6 million contribution is reached in 2029.

Supporting Growth

In the 2025 Capital Budget, \$94.3 million or 25% (2024 - \$53.7 million or 20%) of the gross request is growth related, therefore eligible to be financed through DCs. This is reflective of the continued investment in growth. Support for future growth capital projects is contingent on collection of development charges and directly impacted by the 2022 Development Charge By-law.

Alternatives Reviewed

As the Rate, Special Levy, ABC and Operating Budgets continue to be considered by Budget Review Committee, Council will have the opportunity to consider the required incremental budget funding. If the incremental funding is not approved the projects identified in **Appendix 3** would be deferred. The risk associated with not funding these increased capital contributions may be increased maintenance costs due to potential asset failures and is not in line with the AMP.

Relationship to Council Strategic Priorities

Projects proposed are in alignment with master plans, the asset management plan and growth strategies. The 2025 Capital Budget aligns with the Niagara Region's 2023 – 2026 Council Strategic Plan with 66% supporting an effective region, 13% supporting a green and resilient region, 12% supporting a prosperous region and the remaining 9% supporting an equitable region.

Other Pertinent Reports

[CSD 07–2022-2021 Asset Management Plan](#)

(<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=26dba92f-aa45-4497-b245-07dde32d7a94&Agenda=Merged&lang=English>)

[CSD 29-2024 -2025 Budget Strategy](#)

(<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=5ea2c44e-e03a-4ef1-91b8-f5f6a188db45&Agenda=Agenda&lang=English>)
RDCPTF – C 7-2022 -Regional Development Charges and Proposed By-law

(Report available upon request)

[PDS 17-2022 - Niagara Official Plan](#)

(<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=92ff3518-4a22-46e4-94c8-3f1cb4b1f745&Agenda=Merged&lang=English>)

CAO 10-2023 -2023-2026 Council Strategic Priorities

(Report available upon request)

[CSD 34-2024 - Health Equity Informed Planning Update](#)

(<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=5ea2c44e-e03a-4ef1-91b8-f5f6a188db45&Agenda=Agenda&lang=English>)

PW 23-2024 - Gross Budget Increase for Seaway Wastewater Treatment Plan Influent Channel Upgrade

(Report available upon request)

[CSD 37-2024 - Debt Strategy Update](#)

(<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=5ea2c44e-e03a-4ef1-91b8-f5f6a188db45&Agenda=Agenda&lang=English>)

[CSD 38-2024 - Investing in Ontario Fund Update](#)

(<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=5ea2c44e-e03a-4ef1-91b8-f5f6a188db45&Agenda=Agenda&lang=English>)

[COM 29-2024 - South Niagara Shelter Expansion](#)

(<https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=e3fc6604-2535-403e-9bf7-4a86812072d8&Agenda=Merged&lang=English>)

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Appendices

Appendix 1	2025 Capital Recommended
Appendix 2	Operating Impacts of 2025 Capital Budget
Appendix 3	Projects Allocated Incremental Operating Budget Funding
Appendix 4	Forecasted Capital Reserve Balances
Appendix 5	Debt Substitution Projects
Appendix 6	Debt Information
Appendix 7	2021-2025 Capital Budget Trend
Appendix 8	2025 Capital Budget and 9-Year Forecast
Appendix 9	Health Equity Informed Planning

2025 Capital Recommended

Project ID	Project Name	Municipality	Gross Request	Reserves	Debt	Development Charges	Canada Community Building Fund	Provincial Gas Tax	Local Area Municipality	Other External	Total Funding
J_20002166	25-Children's Centre Niagara Falls/Branscombe-Elevator Refurbishment	Niagara Falls	300,000	300,000							300,000
J_20002168	25-EMS Virgil Station - Land and Building Design	Niagara-on-the-Lake	4,530,000	4,530,000							4,530,000
J_20002163	25-Children's Centre Welland-HVAC Replacement	Welland	340,000	340,000							340,000
J_20002164	25-Children's Centre Fort Erie-HVAC Replacement	Fort Erie	350,000	350,000							350,000
J_20002204	25-Adult Day Grimsby-Leasehold Buildout	Grimsby	500,000	500,000							500,000
Reporting			17,855,000	17,855,000	0	0	0	0	0	0	17,855,000
J_20002092	25-NRH Annual New Development Planning	Region Wide	200,000	200,000							200,000
J_20002090	25-NRH Annual Grounds Capital	Region Wide	1,525,000	1,067,500						457,500	1,525,000
J_20002089	25-NRH Annual Building Capital	Region Wide	2,545,000	1,781,500						763,500	2,545,000
J_20002088	25-NRH Annual Mech-Electrical	Region Wide	1,041,000	728,700						312,300	1,041,000
J_20002087	25-NRH Annual Unit Capital	Region Wide	1,989,000	1,392,300						596,700	1,989,000

2025 Capital Recommended

Project ID	Project Name	Municipality	Gross Request	Reserves	Debt	Development Charges	Canada Community Building Fund	Provincial Gas Tax	Local Area Municipality	Other External	Total Funding
J_20002095	25-NRPS Fleet Special Veh Repl	Region Wide	340,000	340,000							340,000
J_20002101	25-NRPS Night Vision Replaceme	Region Wide	110,000	110,000							110,000
J_20002100	25-NRPS Mobile Radar Repl	Region Wide	49,000	49,000							49,000
J_20002105	25-NRPS Network Servers & WStn	Region Wide	575,000	575,000							575,000
J_20002106	25-NRPS Desktops/Laptops/Monit	Region Wide	350,000	350,000							350,000
J_20002096	25-NRPS Investigative Veh Repl	Region Wide	461,000	461,000							461,000
J_20002097	25-NRPS Increase Fleet Quant'	Region Wide	500,000			500,000					500,000
J_20002102	25-NRPS Resp Mask Fit Tester	Region Wide	16,000	16,000							16,000
Niagara Regional Police Reporting			6,771,000	6,271,000	0	500,000	0	0	0	0	6,771,000
J_20002115	2025 EMS New Emergency Response Vehicles (ERV)	Region Wide	182,316			182,316					182,316

2025 Capital Recommended

Project ID	Project Name	Municipality	Gross Request	Reserves	Debt	Development Charges	Canada Community Building Fund	Provincial Gas Tax	Local Area Municipality	Other External	Total Funding
J_20002111	25 Fleet Utility Trailers	Region Wide	634,100	634,100							634,100
J_20002112	25 Fleet Line Striper	Region Wide	62,000	62,000							62,000
J_20002113	25 Fleet Tractor	Region Wide	315,200	315,200							315,200
J_20001321	22 - Annual Fleet & Vehicle Replacement	Region Wide	690,300	690,300							690,300
J_20002131	RR87 Lakeshore Rd at Read Rd	Niagara-on-the-Lake	325,000			325,000					325,000
J_20000895	Int Imprv-RR24 Victoria Ave at RR63 Canboro Road and RR27 East Main at RR84 Moyer	West Lincoln	2,000,000			2,000,000					2,000,000
J_20002129	25 Ann-Roads Eng for Future	Region Wide	500,000			500,000					500,000
J_20002145	RR39 North Service Rd at RR24 Victoria Ave	Lincoln	1,000,000			1,000,000					1,000,000
J_20001415	Int Imprv-RR81 St Paul W at Vansickle	St. Catharines	1,500,000			1,500,000					1,500,000
J_20000928	Int Impr - RR100 Four Mile Creek at York Rd, NOTL	Niagara-on-the-Lake	2,000,000			2,000,000					2,000,000

2025 Capital Recommended

Project ID	Project Name	Municipality	Gross Request	Reserves	Debt	Development Charges	Canada Community Building Fund	Provincial Gas Tax	Local Area Municipality	Other External	Total Funding
J_10RC1150	West End Facility Upgrade	West Lincoln	1,000,000			1,000,000					1,000,000
J_20002128	25 Ann-Development Projects	Region Wide	500,000							500,000	500,000
J_20002143	Rds Fac Prgm-Brine Station Rehabilitation	Region Wide	400,000	400,000							400,000
J_20002130	25 Ann-Road Property Acquis	Region Wide	200,000	30,000		170,000					200,000
J_20001926	24 Ann-RWIS Enhancement Program / Pavement Sensors	Region Wide	80,000	80,000							80,000
J_20002138	Grade Crossing Assesment	Region Wide	60,000	60,000							60,000
J_20002134	25 Ann-Traffic Signal Software License	Region Wide	90,000	90,000							90,000
J_20002136	Cap_Impr Prgm-RR55 Niagara Stone Rd from Line 1 Rd to East West Line	Niagara-on-the-Lake	6,400,000	960,000		5,440,000					6,400,000
J_20002141	25 Ann-Railway Crossing Imprv	Region Wide	230,000	230,000							230,000
J_20001773	Rds Rehab-RR81 York Rd Four Mile Creek to Queenston	Niagara-on-the-Lake	1,000,000	750,000		250,000					1,000,000

2025 Capital Recommended

Project ID	Project Name	Municipality	Gross Request	Reserves	Debt	Development Charges	Canada Community Building Fund	Provincial Gas Tax	Local Area Municipality	Other External	Total Funding
J_20002139	Small Tool Replacement	Region Wide	10,000	10,000							10,000
J_20002144	25 Ann-Intersection Control Studies	Region Wide	100,000	10,000		90,000					100,000
J_20001625	Rds Rehab-RR116 Stevensville Rd Eagle to Bowen	Fort Erie	750,000	450,000		300,000					750,000
J_20001184	20-Struc Rehab-RR12 Mountain St Retaining Wall	Grimsby	1,000,000	1,000,000							1,000,000
J_20002146	25 Ann-Roads Resurfacing	Region Wide	13,000,000	3,000,000			10,000,000				13,000,000
J_20001191	Cpcty Imprv-RR98 Montrose Rd from Lyon's Creek to Chippawa Creek Rd	Niagara Falls	29,100,000	4,365,000		24,735,000					29,100,000
J_20000665	Struc Rehab - JR Stork Bridge - Bridge Rehab Str. 038205	St. Catharines	10,500,000	2,662,750		1,629,250	4,283,000		1,925,000		10,500,000
J_20002125	25-Ann-Fleet Small Tools	Region Wide	40,000	40,000							40,000
J_10RC1565	Struc Rehab - Niagara St. Bridge - Bridge Replacement	Welland	1,000,000	1,000,000							1,000,000
J_20002127	25 Ann-Rds Rehab Emerg Const	Region Wide	1,000,000	900,000		100,000					1,000,000

2025 Capital Recommended

Project ID	Project Name	Municipality	Gross Request	Reserves	Debt	Development Charges	Canada Community Building Fund	Provincial Gas Tax	Local Area Municipality	Other External	Total Funding
J_20001182	20-Struc Rehab-RR81 Forty Mile Creek Bridge (081205)	Grimsby	500,000	500,000							500,000
J_20001941	Rds Rehab-RR20 Hwy 20 Canborough to Station	Pelham	750,000	675,000		75,000					750,000
J_20002132	Rds Rehab - RR21 Bowen Rd Ridgemount to QEW	Fort Erie	750,000	450,000		300,000					750,000
J_20000488	Rds Rehab - RR 87 Main St - Verdun Ave to Ontario St	St. Catharines	1,000,000	750,000		250,000					1,000,000
J_20002135	25 Ann-Intelligent Transportation System	Region Wide	500,000	500,000							500,000
J_20001777	25-Ann-Field Inspection Devices	Region Wide	55,000	55,000							55,000
J_20000930	Rds Fac Prog-Traf Cntrl Centre	Region Wide	300,000	60,000		240,000					300,000
J_20001924	24 Ann-Storm Sewer Asset Management Program	Region Wide	150,000	150,000							150,000
J_20002137	Forestry Tree Inventory Program	Region Wide	150,000	150,000							150,000
J_20001765	Cpcty Imprv - Hwy 20 Smithville Bypass	West Lincoln	500,000			500,000					500,000

2025 Capital Recommended

Project ID	Project Name	Municipality	Gross Request	Reserves	Debt	Development Charges	Canada Community Building Fund	Provincial Gas Tax	Local Area Municipality	Other External	Total Funding
J_20002086	Bridge Asphalt Work	Fort Erie	440,000	440,000							440,000
Waste Management Reporting			2,970,000	2,970,000	0	0	0	0	0	0	2,970,000
J_20002182	Alliston Ave SPS Upgrade	Fort Erie	300,000			300,000					300,000
J_20002183	Lister Road Trunk Sewer	Lincoln	600,000	60,000		540,000					600,000
J_20001157	Victoria Avenue Pumping Station Upgrades	Lincoln	7,500,000	1,500,000		6,000,000					7,500,000
J_20002184	2025 - Wastewater Sustainability Upgrades Program	Region Wide	4,000,000	4,000,000							4,000,000
J_20001743	SCADA Server Replacement	Region Wide	1,300,000	1,300,000							1,300,000
J_20002185	2025 - IT Hardware and Software Program (Wastewater)	Region Wide	75,000	75,000							75,000
J_20000729	Catherine Street Pumping Station Upgrades	Fort Erie	600,000	360,000		240,000					600,000
J_20002194	Smithville Trunk Upgrade	Grimsby	1,000,000	100,000		900,000					1,000,000

2025 Capital Recommended

Project ID	Project Name	Municipality	Gross Request	Reserves	Debt	Development Charges	Canada Community Building Fund	Provincial Gas Tax	Local Area Municipality	Other External	Total Funding
J_20002171	25-Employee Sign-In Stations	Region Wide	200,000	200,000							200,000
J_20002169	25-NTC Welland Fleet Building-Garage Repair	Welland	340,000	340,000							340,000
J_20002170	25-NTC Welland Fleet Building-Parking Lot	Welland	895,000	895,000							895,000
Niagara Transit Commision Reporting			55,250,287	3,994,000	0	3,300,000	0	7,821,097	0	40,135,190	55,250,287
Total 2025 Recommended Capital Budget			376,112,038	175,657,666	0	94,333,134	18,283,000	7,821,097	26,575,000	53,442,141	376,112,038

**2025 Recommended Capital Budget: Initiation Recommendation
Listing of 2025 Uninitiated Capital Projects**

Project ID	Project Name	Municipality	Gross Request	Reserves	Debt	Development Charges	Canada Community Building Fund	Provincial Gas Tax	Local Area Municipality	Other External	Total Funding
J_20002178	25-8 Electric Buses	St. Catharines	13,200,000			3,300,000		3,300,000		6,600,000	13,200,000
J_20002179	25-9 Electric Buses	St. Catharines	14,850,000							14,850,000	14,850,000
J_20002180	25-Electrification Equipment & Infrastructure First St. Louth	St. Catharines	9,395,000	1,500,000				1,800,000		6,095,000	9,395,000

2025 Capital Recommended

Project ID	Project Name	Municipality	Gross Request	Reserves	Debt	Development Charges	Canada Community Building Fund	Provincial Gas Tax	Local Area Municipality	Other External	Total Funding
J_20002181	25-Electrification Phased Equipment & Infrastructure Downtown Terminal	St. Catharines	4,795,000							4,795,000	4,795,000
Total of 2025 Uninitiated Capital Projects			42,240,000	1,500,000	0	3,300,000	0	5,100,000	0	32,340,000	42,240,000
Total of 2025 Initiated Concurrent with Budget Approval Capital Projects			333,872,038	174,157,666	0	91,033,134	18,283,000	2,721,097	26,575,000	21,102,141	333,872,038
Total 2025 Recommended Capital Budget			376,112,038	175,657,666	0	94,333,134	18,283,000	7,821,097	26,575,000	53,442,141	376,112,038

Operating Impacts of 2025 Capital Budget

The following are capital projects that will have impacts on the operating budget.

General Tax Levy Operating Costs (Savings) of Capital for Departments

Project ID	Project Name	Description	Operating Impact
20002158	25-IT-Data Management Platform	Other Program Specific Support	\$200,000
20002115	25-New Emergency Response Vehicles	Maintenance, Insurance & Fuel	15,700
20002121	25-New Ambulances	Maintenance, Insurance & Fuel	75,200
Total			\$290,900

Waste Management Special Levy Operating Costs (Savings) of Capital

Project ID	Project Name	Description	Operating Impact
20001954	24-Well Decommissioning	Monitoring & Operational support	(\$50,000)
Total			(\$50,000)

Water & Wastewater Rate Operating Costs (Savings) of Capital

Project ID	Project Name	Description	Operating Impact
20002196	Wastewater Vehicle	Maintenance, Insurance & Fuel	\$15,000
20002188	Water Vehicle	Maintenance, Insurance & Fuel	3,000
20000623	New Barrick Road Watermain	Repair & Maintenance	10,000
Total			\$28,000

Capital Levy Projects Allocated Incremental 2.5% Operating Budget Funding

The following are capital levy projects financed with the 2.5% levy budget increase strategy:

Project ID	Project Name	2.5% Budget Strategy	Gross Capital Request
20002122	2025 Emergency Response Vehicle Replacement	\$551,772	\$551,772
20002117	2025 Emergency Response Vehicle (ERV) Traffic Signal Preempt	147,000	147,000
20002118	2025 EMS Training Laptops	25,000	25,000
20002120	2025 Off Load Delay Stretchers	130,000	130,000
20002108	25 Fleet Pickup Trucks	859,900	1,005,000
20002109	25 Fleet Dump Plow Trucks	28,000	3,858,000
20002099	25-NRPS Remotely Operated Vehicle	380,000	380,000
20002127	Annual Miscellaneous Construction	900,000	1,000,000
20002166	Childrens Services - Elevator Refurbishment at Branscombe	300,000	300,000
20002205	Engineering Studies for Future Bridge Projects	300,000	300,000
20001182	Forty Mile Creek Bridge Str. 081205 Over Forty Mile Creek	500,000	500,000
20002140	Guide Rail Improvement Program	550,000	550,000
20002204	LTC Adult Day Program Grimsby - New Lease Buildout	500,000	500,000

Project ID	Project Name	2.5% Budget Strategy	Gross Capital Request
20000930	Public Works - Traffic Operations Centre Design	60,000	300,000
20001938	RR102 Stanley Ave from Murray St to Peer Lane	150,000	1,000,000
20001624	RR2 Caistorville Rd from Regional Boundary to Concession 1	750,000	1,000,000
20001941	RR20 Hwy 20 from Canborough to Station	675,000	750,000
20000491	RR37 Merritt Rd from Hwy 406 to Rice Rd	150,000	1,000,000
20000665	RR38 JR Stork Bridge Str. 038205 over Francis Creek	2,374,288	10,500,000
10RC1565	RR50 Niagara St Bridge Str. 050205 Over Welland River	1,000,000	1,000,000
20001412	RR54 Rice Road Merritt Rd to Thorold Rd	150,000	1,000,000
20002125	Small Tool Replacement	40,000	40,000
20002126	Time Management Scanner	300,000	300,000
20001777	Transportation Field Inspection Devices	55,000	55,000
20001939	Road Safety Strategic Plan	1,000,000	1,000,000
20002124	Pavement Climate Change Study	150,000	150,000
Total		\$12,025,960*	\$27,341,772

*\$50,000 of the total \$12,075,960 General Capital Levy incremental transfer is not at risk of deferral.

Water & Wastewater Projects Allocated Incremental 7.22% Operating Budget Funding

The following are capital Water & Wastewater projects financed with the 7.22% rate budget increase strategy:

Project Type	Project ID	Project Name	7.22% Budget Strategy	Gross Capital Funding
Water	20001396	NF WTP HL/LL Roof Replacement	\$1,021,255	\$3,700,000
Water	20002192	New separate set of high lift pumps at Welland WTP	300,000	500,000
Water	20002193	Lighting Upgrade Program	150,000	150,000
Wastewater	20002199	WWTP Digester / Sludge Management Program	3,624,753	4,000,000
Wastewater	20002200	Flow Meter Installation and Replacement	65,000	130,000
Wastewater	20000706	City Hall SPS Upgrade	2,600,000	2,600,000
Wastewater	20002201	Stevensville SPS Upgrades	100,000	500,000
Wastewater	20002202	Omer PS Upgrade	100,000	500,000
Total			\$7,961,008*	\$12,080,000

*\$3,199,861 of the Water & Wastewater incremental transfer of \$11,160,869 will remain in reserves to progress towards target balances.

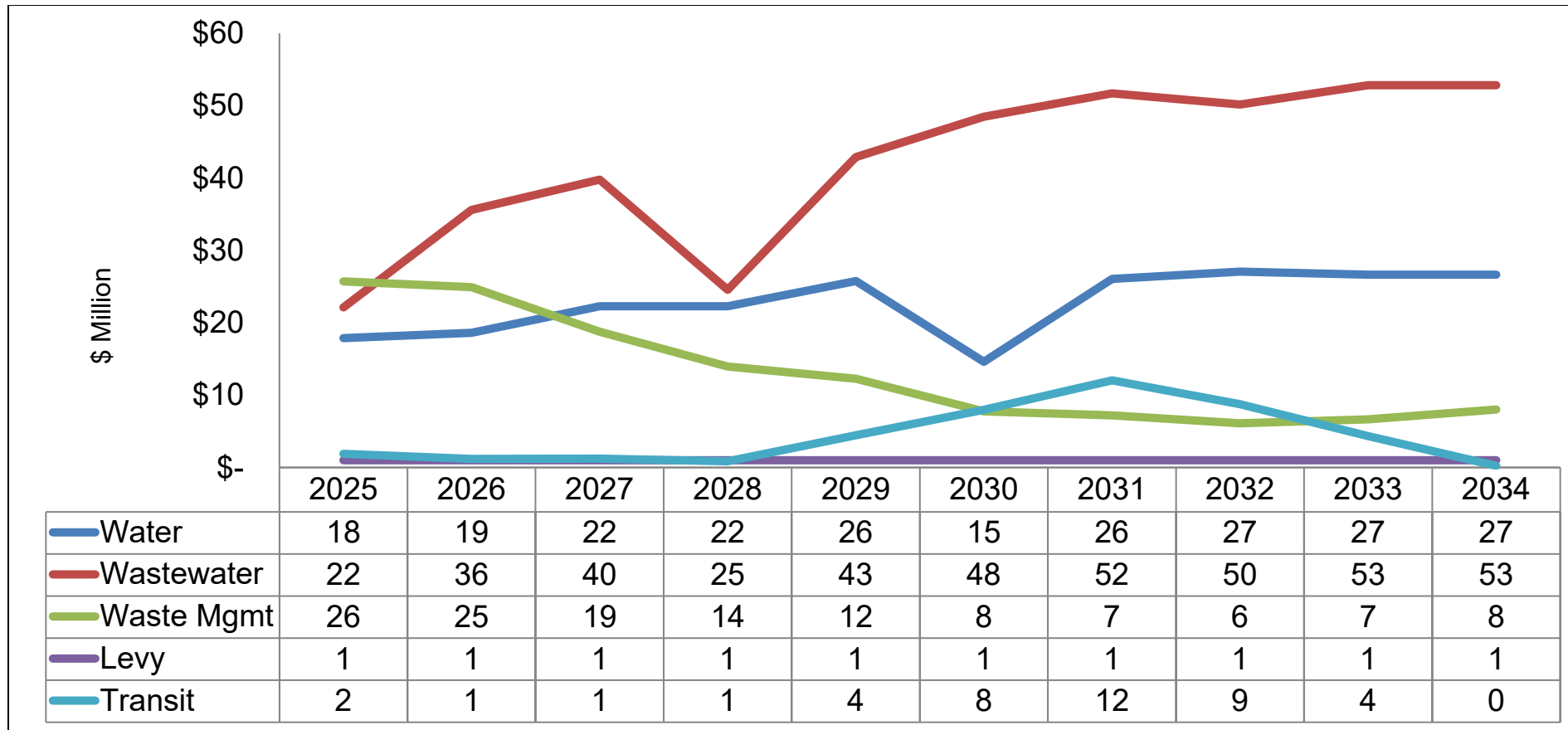
Niagara Transit Commission (NTC) Projects Allocated Incremental \$2.2M Operating Budget Funding

The following NTC project is financed with the \$2.2M transit budget increase strategy:

Project Type	Project ID	Project Name	\$2.2M Budget Strategy	Gross Capital Funding
Transit	20002170	NTC Welland Fleet Building Parking Lot	\$895,000	\$895,000
Total			\$895,000	\$895,000

*\$1,271,667 of the NTC incremental transfer of \$2,166,667 will remain in reserves to progress towards a target balance.

Forecasted Capital Reserve Balances



- Water and wastewater reserves are progressing towards the targeted balances in the Safe Drinking Water Act Financial Plan
- Waste Management capital (excluding landfill liability) is at its targeted balance
- Levy funding is fully utilized to address the backlog
- Transit strategy in progress to aim for a target balance

Debt Substitution Projects

Project	Project ID	Total Budget	Debt Funding to be Substituted
New Escarpment Crossing	10RC1236	\$5,700,000	\$150,000
Casablanca Blvd Widening	10RC1329	29,830,000	312,000
JR Stork Bridge Rehabilitation	20000665	1,500,000	500,000
RR81 Forty Mile Creek Bridge Structural Rehabilitation	20001182	100,000	100,000
RR12 Mountain St Retaining Wall Structural Rehabilitation	20001184	4,500,000	500,000
Thompson Rd Bridge Structural Rehabilitation	20001190	100,000	100,000
Glendale Ave Bridge Structural Rehabilitation	20001192	950,000	200,000
Thompson Rd Bridge Structural Rehabilitation	20001195	100,000	100,000
Lakeport Road and Frank Weir Structural Rehabilitation	20001196	100,000	100,000
Prince Charles Dr Bridge Structural Rehabilitation	20001197	150,000	150,000

Project	Project ID	Total Budget	Debt Funding to be Substituted
New Escarpment Crossing	10RC1236	\$5,700,000	\$150,000
Casablanca Blvd Widening	10RC1329	29,830,000	312,000
Hwy 20 CPR Subway Structural Rehabilitation	20001198	2,500,000	500,000
Total			\$2,712,000

Debt Information

The following is a comparison of the Region’s debt-related metrics compiled from the Financial Information Return (FIR) compared to our upper tier municipal peers. The information from the FIR outlined in the column “Current state” below represents actual debt issued. All other information presented in the table are based on forecasted timing of debt issuances.

Metric	Current State	2025 Forecast ⁵	Average of Comparable Regions ¹	Estimated Maximum over 10 Years	Key thresholds
S&P Ratio of Total Region and lower tier Debt to Operating Revenue ^{2,5,6}	62.0%	63.4%	42.1%	74.4%	60.0% ³
Annual Repayment Limit (ARL) ⁶	5.8%	7.5%	4.1%	7.5%	25.0% ⁴
Debt as a % of Operating Revenues	25.3%	35.2%	33.4%	37.3% ^{6,7}	N/A
Debt Servicing Costs as a % of Total Revenues	3.3%	4.0%	2.5%	4.0% ^{6,8}	N/A
Debt per Capita	\$705	\$909	\$920	\$1,065 ^{6,9}	N/A
Debt per Household (upper tier)	\$1,738	\$2,241	\$2,760	\$2,625 ^{6,9}	N/A

Metric	Current State	2025 Forecast⁵	Average of Comparable Regions¹	Estimated Maximum over 10 Years	Key thresholds
Debt per Household (upper & lower tier)	\$3,469	\$4,029	\$3,500	\$5,264 ^{6,9}	N/A
Total Reserves and Discretionary Reserves Funds as a % of Municipal Expenditure	19.2%	N/A	112.1%	N/A	N/A

Source: Ministry of Municipal Affairs Financial Information Return

1 - The comparable regions are York, Peel, Halton, Durham and the City of Hamilton in alignment with the Standard & Poor's (S&P) Report.

2 – The Region's current state S&P ratio is calculated as of September 20, 2023.

3 - 120.0% is the S&P upper limit, however, S&P recommends that the Region remain under 60.0% to maintain current credit rating.

4 - Legislated maximum ratio set by the Province is 25%.

5 - Assumes issuance of \$100.0 million for lower tiers and a previously approved \$51.9 million for the upper tier.

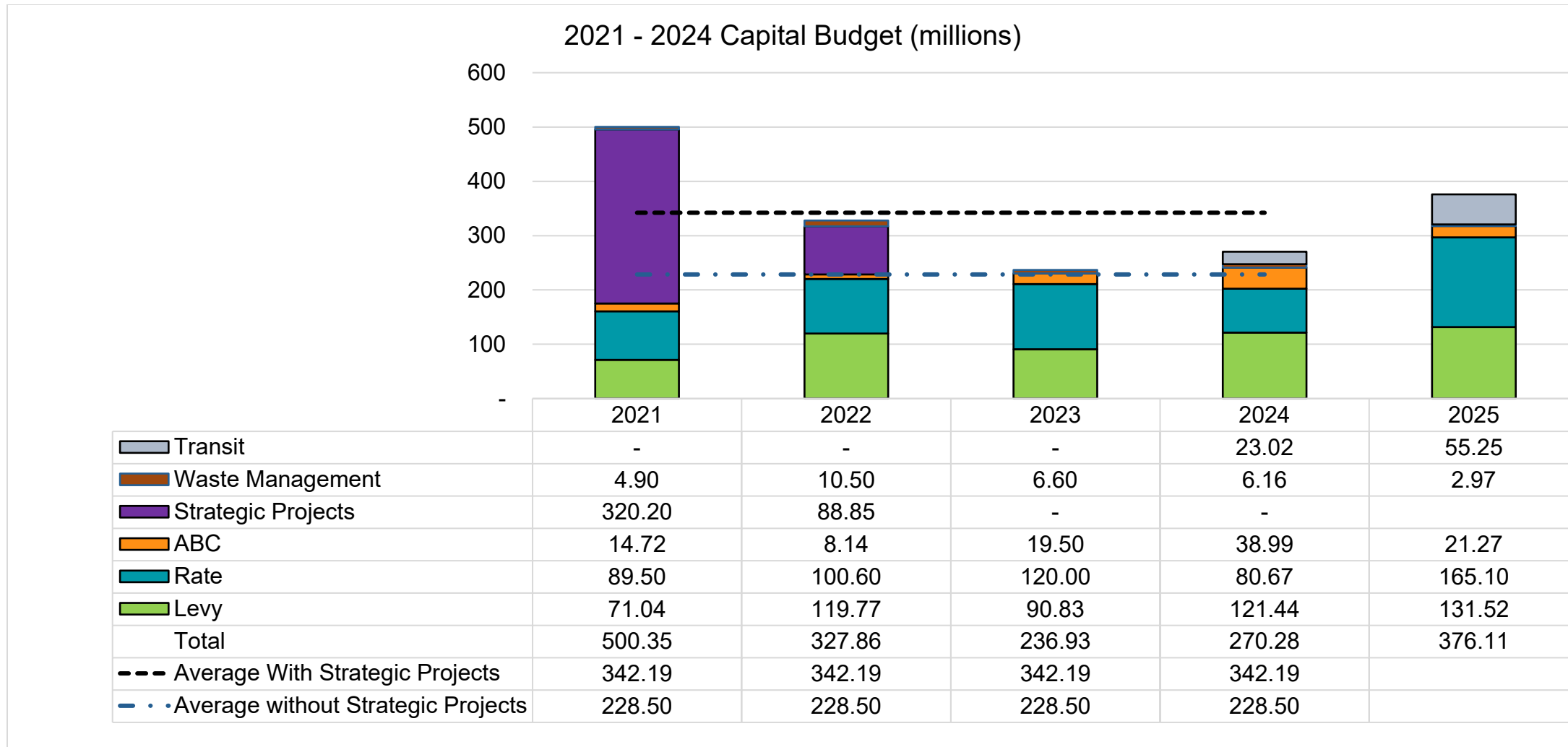
6 – Based on S&P adjusted forecasted revenue in 2023 updated for 2023 FIR

7 - Operating revenues estimated to increase by 3.5% annually.

8 - Reserve funds estimated to increase by 2% annually.

9 - Capita and Household growth estimated at 2% annually based on PDS 17-2022 Niagara Official Plan: Recommendation Report for Adoption.

2021 – 2025 Capital Budget Trend (millions)



2025 Capital Budget and 9-Year Forecast

Year	Gross Capital Request	Reserves*	Debt	Development Charges	Canada Community Building Fund	Provincial Gas Tax	Area Municipality	Other External	Funding Gap
2025	\$376,112,038	\$175,657,666	-	\$94,333,134	\$18,283,000	\$7,821,097	\$26,575,000	\$53,442,141	-
2026	1,132,913,111	120,532,329	-	113,849,190	15,652,628	3,051,421	19,485,000	9,547,305	850,795,238
2027	826,776,153	132,454,276	-	211,773,359	16,278,733	9,526,056	-	10,859,595	445,884,134
2028	808,313,372	144,633,197	-	124,538,261	16,278,733	5,899,860	-	11,993,809	504,969,512
2029	514,279,064	108,758,697	-	51,404,015	16,000,000	6,531,898	-	13,731,620	317,852,834
2030	418,693,004	133,207,472	-	36,305,952	16,000,000	6,152,376	-	12,688,111	214,339,093
2031	293,518,558	115,570,372	-	57,336,720	16,000,000	8,115,890	-	2,573,365	93,922,211
2032	439,257,494	138,885,083	-	162,547,181	16,000,000	7,000,000	-	500,000	114,325,230
2033	219,056,010	126,957,486	-	13,276,632	16,000,000	6,266,400	-	500,000	56,055,492
2034	228,495,912	127,370,932	-	514,881	16,000,000	6,683,232	-	500,000	77,426,867
Grand Total	\$5,257,414,716	\$1,324,027,510	-	\$865,879,325	\$162,493,094	\$67,048,230	\$46,060,000	\$116,335,946	2,675,570,611

*Reserve assumptions are based on the requested 2025 contributions and do not include the on-going recommended increases for the balance of the 10 years.

Health Equity Informed Planning – 2025 Capital Projects

The following table provides the summary results related to potential social determinants of health (SDOH) and priority population impacted for 2025 Capital projects screened in the initial stages of a Health Impact Assessment (HIA). The breakdown of the scoring guidance is as follows. For each determinant of health, a score was assessed ranging from - 3 to + 3 to assess a positive / negative impact for significance. (1 – Minor, 2 – Moderate, 3 – Significant). Please note, all positive and negative health considerations identified are subject to change based on project actions and should be considered to be potential at this point.

The cumulative score of all SDOH is totaled to determine whether a HIA is required and if so, the level of HIA required (rapid, intermediate or comprehensive). It is important to consider both positive and negative impacts when completing the screening tool. The consideration of positive impacts allows for recommendations in subsequent phases of the HIA that will ensure the largest positive influence on the target population.

The capital project for the construction of a 50-bed permanent homeless shelter in St. Catharines (\$5,500,000) will also be screened for a Health Impact Assessment once more information becomes available.

Project Name	Department & Division	Level of HIA Required	Potential Social Determinants of Health Considerations	Priority Populations Impacted	2025 Capital Budget Request	Total Forecasted Project Cost
RR20 Hwy 20 Smithville Bypass	Public Works (Transportation Services)	Intermediate	The project was said to have potential negative Impacts on: Environment - Air, Noise, Odour; Environment – Water, Soil, Waste; Natural Environment – Climate change, Land attributes	n/a	\$500,000	\$3,500,000

Project Name	Department & Division	Level of HIA Required	Potential Social Determinants of Health Considerations	Priority Populations Impacted	2025 Capital Budget Request	Total Forecasted Project Cost
			<p>and topography, Habitat and animals, Protected lands (i.e. wetlands)</p> <p>The project was said to have potential positive impacts on:</p> <p>Transportation - Active transport, Public transit, Road safety, Others; Housing – Access, Healthiness, Safety, Others; Access to public services - Social services, Emergency services, Public works,</p>			

Project Name	Department & Division	Level of HIA Required	Potential Social Determinants of Health Considerations	Priority Populations Impacted	2025 Capital Budget Request	Total Forecasted Project Cost
			Recreation, Community services & Access to Public Health and Health Services- Primary and acute health care services, Tobacco and alcohol cessation support, Support for healthy eating and exercise, Support for safe sexual behaviours; Built environment – Landscaping, Urban design, Green spaces, Connectivity, Safe			

Project Name	Department & Division	Level of HIA Required	Potential Social Determinants of Health Considerations	Priority Populations Impacted	2025 Capital Budget Request	Total Forecasted Project Cost
			environments, Road networks, Others, Accessibility; Economic development – Job creation, Increased business, Distribution of wealth, Income and Income Distribution, Others			
RR20 Hwy 20 from Canborough to Station	Public Works (Transportation Services)	Rapid	The project was said to have potential negative Impacts on: Natural Environment – Climate change, Land attributes and topography, Habitat and animals,	n/a	\$750,000	\$6,250,000

Project Name	Department & Division	Level of HIA Required	Potential Social Determinants of Health Considerations	Priority Populations Impacted	2025 Capital Budget Request	Total Forecasted Project Cost
			<p>Protected lands (i.e. wetlands)</p> <p>The project was said to have potential positive impacts on:</p> <p>Transportation - Active transport, Public transit, Road safety, Others;</p> <p>Education - Access to education, Level of education, Skills development, Literacy, Others;</p> <p>Access to public services - Social</p>			

Project Name	Department & Division	Level of HIA Required	Potential Social Determinants of Health Considerations	Priority Populations Impacted	2025 Capital Budget Request	Total Forecasted Project Cost
			services, Emergency services, Public works, Recreation, Community services & Access to Public Health and Health Services- Primary and acute health care services, Tobacco and alcohol cessation support, Support for healthy eating and exercise, Support for safe sexual behaviours; Built environment – Landscaping, Urban			

Project Name	Department & Division	Level of HIA Required	Potential Social Determinants of Health Considerations	Priority Populations Impacted	2025 Capital Budget Request	Total Forecasted Project Cost
			design, Green spaces, Connectivity, Safe environments, Road networks, Others, Accessibility; Social supports - Social connection/ Community support, Community Structure, Self-esteem, Acculturation, Sense of security, Discrimination due to race, ethnicity, sexuality, gender, Others; Food security - Access to healthy and			

Project Name	Department & Division	Level of HIA Required	Potential Social Determinants of Health Considerations	Priority Populations Impacted	2025 Capital Budget Request	Total Forecasted Project Cost
			nutritious food choices, Others;			
Intersection Improvements at RR24 Victoria Ave and RR39 North Service Rd. includes portion of North Service Rd for major development	Public Works (Transportation Services)	Rapid	The project was said to have potential negative Impacts on: Environment - Air, Noise, Odour; Environment – Water, Soil, Waste; Natural Environment – Climate change, Land attributes and topography, Habitat and animals,	n/a	\$1,000,000	\$1,000,000

Project Name	Department & Division	Level of HIA Required	Potential Social Determinants of Health Considerations	Priority Populations Impacted	2025 Capital Budget Request	Total Forecasted Project Cost
			<p>Protected lands (i.e. wetlands)</p> <p>The project was said to have potential positive impacts on:</p> <p>Transportation - Active transport, Public transit, Road safety, Others;</p> <p>Housing – Access, Healthiness, Safety, Others; Built environment – Landscaping, Urban design, Green spaces, Connectivity, Safe environments, Road</p>			

Project Name	Department & Division	Level of HIA Required	Potential Social Determinants of Health Considerations	Priority Populations Impacted	2025 Capital Budget Request	Total Forecasted Project Cost
			networks, Others, Accessibility; Economic development – Job creation, Increased business, Distribution of wealth, Income and Income Distribution, Others			
Stanley Ave. Hwy 420 to Peer Lane	Public Works (Transportation Services)	Rapid	The project was said to have potential negative Impacts on: Transportation - Active transport, Public transit, Road safety, Others; Working conditions –	Individuals working low-Income jobs	\$1,000,000	\$9,000,000

Project Name	Department & Division	Level of HIA Required	Potential Social Determinants of Health Considerations	Priority Populations Impacted	2025 Capital Budget Request	Total Forecasted Project Cost
			Physical and/or mental conditions of existing or new employment; Neighbourhood safety - Crime rates, Neighbourhood violence and drug use, Access to alcohol, tobacco, marijuana, and other substances; Built environment – Landscaping, Urban design, Green spaces, Connectivity, Safe environments, Road			

Project Name	Department & Division	Level of HIA Required	Potential Social Determinants of Health Considerations	Priority Populations Impacted	2025 Capital Budget Request	Total Forecasted Project Cost
			<p>networks, Others, Accessibility;</p> <p>The project was said to have potential positive impacts on:</p> <p>Economic development – Job creation, Increased business, Distribution of wealth, Income and Income Distribution, Others</p>			