



COUNCIL MEETING AGENDA

Tuesday, December 4, 2018

7:00 P.M.

COUNCIL CHAMBERS – CIVIC SQUARE

- 1. COMMITTEE-OF-THE-WHOLE (IN-CAMERA) (5:30 p.m.)
(See yellow tab)**
 - Labour relations or employee negotiations:
 - *Fire Negotiations.*
 - A trade secret or scientific, technical, commercial, financial or labour relations information, supplied in confidence to the municipality or local board, which, if disclosed, could reasonably be expected to prejudice significantly the competitive position or interfere significantly with the contractual or other negotiations of a person, group of persons, or organization:
 - *Bid opportunity for the waterway.*
 - Litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board:
 - *65 Canal Bank Road.*
 - *156 and 158 Fitch Street Local Planning Appeal Tribunal*

- 2. ARISE FROM COMMITTEE-OF-THE-WHOLE (IN-CAMERA) (6:55 p.m.)**

- 3. OPEN COUNCIL MEETING (7:00 p.m.)**
 - 3.1 NATIONAL ANTHEM**
 - 3.2 OPENING REMARKS**
 - 3.3 ADDITIONS/DELETIONS TO AGENDA**
 - 3.4 ADOPTION OF MINUTES**

Regular Council Meeting of November 20, 2018 (*Previously Distributed*).
 - 3.5 CALL UPON THE ACTING CITY CLERK TO REVIEW COMMITTEE-OF-THE-WHOLE ITEMS (IN-CAMERA) TO BE ADDED TO BLOCK**
 - 3.6 DISCLOSURES OF INTEREST**
 - 3.7 COUNCILLORS TO DETERMINE AGENDA ITEMS AND BY-LAWS TO BE REMOVED FROM BLOCK FOR DISCUSSION IN COMMITTEE-OF-THE-WHOLE (OPEN) (See pink tab)**



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4. ORAL REPORTS AND DELEGATIONS

4.1 PRESENTATION

18-13 Dave Stuart, Transit Manager re: update Inter-Regional Transit and impact on City of Welland Transit.

4.2 DELEGATIONS (maximum 5/10/5 policy) – Nil

4.3 AGENCIES, BOARDS, COMMISSIONS AND COMMITTEES REPORT(S)

09-104 Councillor Grimaldi, Chair, Audit Review Committee - meeting of September 25, 2018.

4.4 LEGISLATED PUBLIC MEETING PURSUANT TO SECTION 357/358 OF THE MUNICIPAL ACT, 2001

18-4 Public Meeting pursuant to Section 357/358 of the *Municipal Act, 2001* regarding Tax Write-Offs.
(See Report FIN-2018-22, pages 18 to 20)

5. COMMITTEE-OF-THE-WHOLE (OPEN) (to discuss items removed from Agenda Block)

6. BY-LAWS (SEE AGENDA INDEX)

7. NOTICES OF MOTION

7.1 Councillor matters discussed with staff for reporting purposes

7.2 Notices of Motion (previously submitted for discussion)

(Councillor Van Vliet)

18-49 Be it resolved that By-law 2018-46 also known as the Election Sign By-law be rescinded. Staff be instructed to come back with a By-law that is enforceable as the current By-law is not enforceable.



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(Councillor Fokkens)

09-159 WHEREAS Bridge #18 known as The Dain City Forks Road Bridge, whose ownership and maintenance lies with the City of Welland and therefore is supported by the tax payers of the City of Welland including the residents of Dain City;
AND WHEREAS Bridge #18 is the necessary secondary access route to and from the community in case of emergency services, road closures, trains blocking the Kingsway/Canal bank road and potential disasters;
AND WHEREAS the community of Dain City is strongly adverse to a longer wait in response time for EMS and NRPS services;
AND WHEREAS Bridge #18 is a vital transportation link to other adjoining municipalities that has been approved and supported as part of the Integrated Transit system to Port Colborne;
AND WHEREAS Bridge #18 vehicle traffic is necessary for economic sustainability for local businesses, efficient school transportation and work commuting;
AND WHEREAS The Dain City community is inundated with heavy vehicular traffic and parking during the events on the Recreational Canal.
NOW THEREFORE BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF WELLAND re-instates or replaces Bridge #18 be referred to the 2019 capital budget process as a priority project and that the City of Welland will work with upper levels of government for funding opportunities.

7.3 Call for Notices of Motion (for introduction at the meeting)

8. CORPORATION REPORTS

8.1 Mayor's Report

8.2 Chief Administrative Officer's Report

9. CONFIRMATORY BY-LAW

A By-law to adopt, ratify and confirm proceedings of the Council of the Corporation of the City of Welland at its meeting held on the 4th day of December, 2018. Ref. No. 18-1

10. ADJOURNMENT



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AGENDA BLOCK

1. BUSINESS ARISING FROM MINUTES, PREVIOUS MEETINGS AND OTHER ITEMS REFERRED FROM COUNCIL FOR DISCUSSION:

Deferred from the November 20, 2018 Council Meeting

1 18-81 Renee Delaney, Small Scale Farms re: City of Welland becoming a Bee City motion.

2. COMMITTEE AND STAFF REPORTS

1. Business Arising from Committee-of-the-Whole (closed)

2. General Committee Report to Council - Nil

3. Budget Review Committee Report to Council - Nil

2 4. Audit Review Committee Report to Council - September 25, 2018

5. Staff Reports

3 - 9 Gen. Mgr., Human Resources & Legislative Services, R. Mantesso -
Remove From Municipal - Mayor and Members of Council appointments to Chairs
Block and Advisory Committees. Ref. No. 02-160

10 - 12 HR-2018-04 Gen. Mgr., Human Resources & Legislative Services, R. Mantesso -
Municipal Officers' Expense Allowance. Ref. No. 18-14

13 - 15 CLK-2018-18 Gen. Mgr., Human Resources and Legislative Services,
R. Mantesso - 2019 Council Meeting Schedule. Ref. No. 18-29
(See By-law 1)



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16 - 17	<u>FIN-2018-20</u>	Gen. Mgr., Corporate Services, Chief Financial Officer/Treasurer, S. Zorbas - Temporary Borrowing - 2019. Ref. No. 18-4 (See By-law 2)
18 - 20 Remove From Block	<u>FIN-2018-22</u>	Gen. Mgr., Corporate Services, Chief Financial Officer/Treasurer, S. Zorbas - Application for Tax Write-Offs - Sections 357/358. Ref. No. 18-4
21 - 23	<u>TRANS-2018-11</u>	Gen. Mgr., Corporate Services, Chief Financial Officer/Treasurer, S. Zorbas - Transit Schedule Revisions. Ref. No. 18-13
24 - 25	<u>TRANS-2018-12</u>	Gen. Mgr., Corporate Services, Chief Financial Officer/Treasurer, S. Zorbas - Transit Agreement with Port Colborne. Ref. No. 18-13 (See By-law 3)
26 - 27	<u>TRANS-2018-13</u>	Gen. Mgr., Corporate Services, Chief Financial Officer/Treasurer, S. Zorbas - Transit Service for Harvest Kitchen. Ref. No. 18-13
28 - 31	<u>TRAF-2018-18</u>	Gen. Mgr., Infrastructure and Development Services/City Engineer, E. Nickel - Update to Traffic and Parking By-law 89-2000. Ref. No. 18-22 (See By-law 4)
32 - 34	<u>P&B-2018-54</u>	Gen. Mgr., Infrastructure and Development Services/City Engineer, E. Nickel - Community Improvement Plan Incentive Applications - Quarterly Summary Report for Third Quarter of 2018. Ref. No. 03-133/11-108
35 - 38	<u>P&B-2018-55</u>	Gen. Mgr., Infrastructure and Development Services/City Engineer, E. Nickel - Application for Tax Increment Grant Program Community Improvement Plan for the Downtown and Health and Wellness Cluster - D Cubed Enterprises Inc. 591 - 597 King Street. Ref. No. 18-93 (See By-law 5)

2. NEW BUSINESS

- 39 - 45** 1. Richard Rybiak, Chair, Niagara Central Airport Commission re: Third quarter update on its activities and developments at the Niagara Central Dorothy Rungeling Airport.
Ref. No. 13-50

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information the correspondence dated October 10, 2018 from the Niagara Central Airport Commission regarding the third quarter update on its activities and developments at the Niagara Central Dorothy Rungeling Airport.



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- 46 - 63** 2. Donna Woiceshyn, Chief Executive Officer, Niagara Regional Housing (NRH) re: NRH 2018 2nd Quarter Report to Board of Directors. Ref. No. 10-130

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information the correspondence from Niagara Regional Housing (NRH) dated October 10, 2018 regarding the NRH 2018 2nd Quarter Report.

- 64 - 114** 3. Matthew Trennum, Legislative Coordinator, Office of the Regional Clerk, Niagara Region re: Recommendations of the Linking Niagara Transit Committee respecting: the Universal Support Person Pass; Inter-Municipal Transit Service Implementation Strategy; and Inter-Municipal Transit Financial Impact Analysis. Ref. No. 18-13

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information the Universal Support Person Pass Report LNTC-C-20-2018 dated July 25, 2018; and further

THAT Welland Council requests staff to review and bring a report back to General Committee meeting in March 2019 the necessary steps in implementing the Universal Support Person Pass.

- 115 - 119** 4. William J. Kolasa, Chief Administrative Officer/Clerk, Township of Wainfleet re: Appointment of Niagara Peninsula Authority (NPCA) Supervisor. 16-129

RECOMMENDATION

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information the Town of Wainfleet's request to ask the Premier of Ontario or Minister of Natural Resources to immediately appoint a supervisor to oversee the operations of the Niagara Peninsula Conservation Authority.

- 120 - 126** 5. Signed petition by residents of Welland re: Application against Draft Plan Vacant Land Condominium File # 26T-14-18006. Ref. No. 18-96

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives the petition from the residents of Welland regarding the application against Draft Plan Vacant Land Condominium File # 26T-14-18006 and refers the matter to staff for study and report to Council.



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4. BY-LAWS

MAY BE VIEWED IN THE CLERK'S DIVISION PRIOR TO THE MEETING IF DESIRED.

1. A By-law to amend By-law 2017-06 being a By-law to govern the proceeding and conduct of Council and Committees Thereof. Ref. No. 02-160/18-29
(See Report CLK-2018-18)
2. A By-law authorizing the temporary borrowing of up to \$9,000,000 to meet current and capital expenditures for year 2019. Ref. No. 18-4
(See Report FIN-2018-20)
3. A By-law to enter into an agreement with the City of Port Colborne for extension of Welland Transit Services. Ref. No. 18-13
(See Report FIN-2018-12)
4. A By-law to amend By-law 89-2000, being a By-law Regulating Traffic and Parking within the City of Welland (Schedule I). Ref. No. 18-22
(See Report TRAF-2018-18)
5. A By-law to authorize execution of an agreement for tax increment grant program (Community Improvement Plan) for 591-597 King Street (File No. DHWC 2018-12).
Ref. No. 18-93
(See Report P&B-2018-55)
6. A By-law to amend By-law 2017-94 being a By-law to appoint a Chief Building Official and Inspectors/Property Standards Officers under the Building Code Act; and to amend By-law 2005-91. Ref. No. 18-24
7. A By-law to amend By-law 2017-122, being a By-law to authorize the appointment of Cindy Viger as Acting Deputy Clerk of the Corporation of the City of Welland.
Ref. No. 18-24

WHEREAS the goal of Bee City Canada designation is to promote healthy, sustainable habitats and communities for pollinators;

THAT bees and other pollinators around the globe have experienced dramatic declines due to land fragmentation, habitat loss, use of pesticides, industrialized agriculture, climate change and the spread of pests and diseases, with serious implications for the future health of flora and fauna; and

THAT cities/townships/First Nation communities and their residents have the opportunity to support bees and other pollinators on both public and private land; and

THAT supporting pollinators fosters environmental awareness and sustainability, and increases interactions and engagement among community stewards; and

THAT by becoming a Bee City, the City/Township/First Nation can highlight initiatives already in place and further engage local communities in an environment of creativity and innovation which will promote a healthier life for our community;

THAT staff be authorized to submit the Bee City Canada Application to designate the City of Welland as a Bee City; and

NOW THEREFORE BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF WEL-
LAND accepts the designation and commits to the standards of the Bee City Canada Program.

18-81



**AUDIT REVIEW COMMITTEE MEETING
MOTIONS REQUIRING COUNCIL APPROVAL**

**Tuesday, September 25, 2018
5:01 p.m.
Council Ante Room**

Councillor Grimaldi in the Chair

Members in Attendance: Mayor F. Champion, J. Mastroianni, and L. Van Vliet.

The following is a Summary of Motions and Recommendations from the Audit Review Committee requiring Council approval:

1. AUDIT REVIEW COMMITTEE VERBAL REPORT OF THE CHAIR

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information the report of the Chair of the Audit Review Committee from the meeting held on Tuesday, September 25, 2018.

2. 2018 YEAR-TO-DATE 2ND QUARTER REPORT OF THE CITY OF WELLAND AS OF JUNE 30, 2018

THAT THE COUNCIL OF THE CITY OF WELLAND accepts and approves the Year-To-Date Report – 2nd Quarter (FIN-2018-18) up to and including June 30, 2018.

As recommended by the Audit Review Committee at its meeting of September 25, 2018.

Date Submitted: November 20, 2018

Submitted by Steve Zorbas, General Manager, Corporate Services, Chief Financial Officer/Treasurer, on behalf of the Audit Review Committee.

(Signature)

**CITY OF WELLAND
COUNCIL MEMBERS TO
BE APPOINTED TO STANDING AND
AD HOC COMMITTEES
2018 - 2022**

Corporate Services Chair 1.

Integrated Services Chair 1.

Remuneration for both Chairs

**Emergency Management Program
Committee** 1.
2.

Membership:

Purpose: To oversee the development, implementation, and maintenance of the community's emergency management program.

Meeting Schedule: As required

**Facility Management Review Team
(Youngs Sportsplex)** 1.
2.

Purpose: Formed as a requirement of the Management and Operating Agreement to review and facilitate compliance of the Facility's operations and maintenance with the terms of the Agreement and the proforma. The Management and Operating Agreement is between the City of Welland and Nustadia Recreation Inc. to manage and operate the facility in co-operation and partnership with the Welland Soccer Club and the Welland Indoor Tennis Club. Nustadia has negotiated, in principal, a reciprocal agreement with Jean Vanier School. The Facility Management Review Team will report to Welland City Council to keep Council informed as to the performance of the facility.

Meeting Schedule: Typically once per month during the First Fiscal Period and quarterly or as needed thereafter.

Health Care Committee 1. Mayor
2.
3.
4.
5.

Purpose: The purpose of this standing committee of Council is to represent the best interests of the residents of Welland and City Council as it relates to the Niagara Health System (NHS) Hospital Improvement Plan.

The committee will do this by: collecting information, providing data; and making recommendations to City Council based on a collaborative approach with area municipalities, local doctors, and other interested groups.

Further it is the desire of this committee to present a unified response to the NHS, LHIN, and the provincial governments with respect to the health care services that will be provided in our communities and to take the necessary steps to protect the integrity and availability of health care services for all.

Meeting Schedule: As required.

Human Resources Committee

1. Mayor
- 2.
- 3.
- 4.

Purpose: To assist Council in fulfilling obligations relating to policy and procedures affecting the Corporation on such matters as but not limited to establishing and maintenance of a plan for continuity and development of Senior Management; to review new positions prior to inclusion in the budget process; the HR Chair shall be included on the hiring panel for vacancies of the CAO or General Manager positions.

Meeting Schedule: Quarterly basis, additional meetings required will be at the call of the HR Chair.

Remuneration for Human Resource Chair

Please note there are no nominations for the Standing Committees listed below:

General Committee membership is all members of Council and the Vice Mayor chairs the General section of the meeting with the Chairs of Corporate Services and Integrated Services chairing their specific sections.

Budget Review Committee membership is all members of Council and the Corporate Services Chair is the Chair of the Committee.

Audit Review Committee membership is Mayor (ex-officio), Vice Mayor, Corporate Services Chair, Integrated Services Chair and Human Resources Committee Chair.

CITY OF WELLAND
COUNCIL MEMBERS TO BE
APPOINTED TO ADVISORY, BOARDS & COMMISSIONS
2018-2022

ABC's	
Accessibility Advisory Committee	<p>1.</p> <p><u>Membership</u> – One member of the City Council;</p> <p><u>Purpose</u> - the City of Welland Accessibility Advisory Committee (AAC) shall advise Council in improving opportunities for persons with disabilities by promoting the implementation of the Ontarians with Disabilities Act 2001, (ODA) and the Accessibility for Ontarians with Disabilities Act, 2005, (AODA) in the City of Welland which will assist the Municipality in reaching the goal of a barrier-free environment for its residents by 2025. The AAC will achieve this primarily by advising Council each year, as required by the AODA, on its annual Accessibility Plan which will focus on the identification, removal and prevention of barriers to people with disabilities.</p> <p><u>Meeting Schedule</u> - meetings will be held every month (except July and August, when no regular meetings will be held) or on an as needed basis the Chair may call special meetings.</p>
Active Transportation Advisory Committee	<p>1.</p> <p><u>Membership</u> – One (1) City Councillor (City Councillor or Welland Representative on Region of Niagara Council)</p> <p><u>Purpose</u> - to serve in an advisory capacity to City Council and staff on issues specific to programs, planning, development and policy reviews</p> <p><u>Meeting Schedule</u> - the Chair will establish a regular Committee meeting schedule.</p>
Arts and Culture Advisory Committee	<p>1.</p> <p><u>Membership</u> - One (1) Councillor (City Councillor or Welland Representative on Region of Niagara Council)</p> <p><u>Purpose</u> - to serve in an advisory capacity to City Council and staff on the advancement of arts and culture in the community.</p> <p><u>Meeting Schedule</u> - the Chair will establish a regular Committee meeting schedule.</p>
Heritage Welland	<p>1.</p> <p><u>Membership</u> - One (1) City Councillor</p> <p><u>Purpose</u> – to establish criteria for the evaluation of properties of architectural and/or historical value or interest; to prepare and maintain a list of properties and areas worthy of conservation; to advise Council on means of conserving heritage properties and areas; to advise Council on current heritage conservation legislation to conserve heritage property and areas; to administer properties acquired by the municipality under Section 36 of the <i>Ontario Heritage Act</i>.</p> <p><u>Meeting Schedule</u> – once a month</p>

Market Square Advisory Committee	<p>1.</p> <p>Membership - One (1) City Councilor</p> <p>Purpose - to serve in an advisory capacity to City Council and staff on matters pertaining to the facilities, programs and services at the Market Square in the City of Welland.</p> <p>Meeting Schedule – typically the third Wednesday of each month. No meetings in July, August or December.</p>
Niagara Central Airport Commission	<p>1. 2. 3.</p> <p>Membership – Three (3) City of Welland Councillors sit on this Commission.</p> <p>Purpose – for the purpose of operating, maintaining, improving and acquiring by way of purchase, lease, sub-lease or otherwise, the air harbor situate in the Town of Pelham, in the Regional Municipality of Niagara and known as the Niagara Central Dorothy Rungeling Airport (formerly the Niagara Central Airport). The Niagara Central Dorothy Rungeling Airport is operated by the Niagara Central Airport Commission on behalf of the surrounding municipalities of Welland, Wainfleet, Pelham and Port Colborne.</p> <p>Meeting Schedule – Typically the last Thursday of each month, September through June.</p>
North Welland Business Improvement Area Board of Management	<p>1. 2.</p> <p>Membership - Two (2) Councillors</p> <p>Purpose – the Board of Management is entrusted subject to such limitation as the by-law may provide, the improvement, beautification and maintenance of municipal owned lands, buildings and structures in the area (North Welland Improvement Area) beyond such improvement, beautification and maintenance as is provided at the expense of the municipality at large, and the promotion of the area as a business or shopping area.</p> <p>Meeting Schedule – typically, one Tuesday per month. No meetings in July or August.</p>
Senior Citizens Advisory Committee	<p>1.</p> <p>Membership - One (1) City Councillor</p> <p>Purpose – to serve in an advisory capacity to City Council and staff on matters that impact the quality of life of senior citizens in the City of Welland.</p> <p>Meeting Schedule – typically the first Monday of every month.</p>
Town & Gown Committee	<p>1. Mayor 2. 3. 4.</p> <p>Membership – Mayor, three (3) City Councillors, (minimum three positions, two of which will be Councillors from the Niagara College area)</p> <p>Purpose - To develop and enhance relationships, communications and policies among the college, its students, the City, police, and the community. This mandate would be achieved by addressing issues of common concern and may include neighbourhood development/community relations, housing, the environment, economic activities, charitable/volunteer programs, recreational and cultural events, health and safety issues, and academic outreach.</p> <p>Meeting Schedule - Held on a quarterly basis</p>

Welland Arenas Advisory Committee	<p>1.</p> <p><u>Membership</u> - One (1) City Councilor</p> <p><u>Purpose</u> - to serve in an advisory capacity to staff and City Council on matters pertaining to the facilities, programs, and services at the Welland Arenas.</p> <p><u>Meeting Schedule</u> - typically the last Thursday of each month; subject to change.</p>
Welland Community Wellness Complex Advisory Committee	<p>1.</p> <p><u>Membership</u> - One (1) City Councilor</p> <p><u>Purpose</u> - to serve in an advisory capacity to staff and City Council on matters pertaining to the facilities, programs and services at the Welland Community Wellness Complex.</p> <p><u>Meeting Schedule</u> - typically the 1st Thursday of each month; subject to change.</p>
Welland Development Commission	<p>1. Mayor 2. 3. 4.</p> <p><u>Membership</u> - Three (3) members are members of Council</p> <p><u>Purpose</u> - to secure new industries in the City of Welland (the "City") and to aid industries now in the City and generally to promote the City as an industrial, business, educational, residential, or vacation centre.</p> <p><u>Meeting Schedule</u> – one per month</p>
Welland Downtown Business Improvement Area Board of Management	<p>1. 2.</p> <p><u>Membership</u> - Two (2) Councillors</p> <p><u>Purpose</u> - the Board of Management is entrusted, subject to such limitation as the by-law may provide, the improvement, beautification and maintenance of municipally owned lands, buildings and structures in the area (downtown Welland improvement area), beyond such improvement, beautification and maintenance as is provided at the expense of the municipality at large, and the promotion of the area as a business or shopping area.</p> <p><u>Meeting Schedule</u> - typically, either the 1st or 2nd Monday of every month. No meeting in July.</p>
Welland Hydro-Electric Holding Corporation...	<p>1. Mayor 2.</p> <p>One (1) Member of Welland City Council</p> <p>Remuneration for the position</p>
Welland Public Library Board	<p>1.</p> <p><u>Membership</u> – one (1) of whom shall be a member of Council.</p> <p><u>Purpose</u> - to operate the Welland Public Library.</p> <p><u>Meeting Schedule</u> - normally meets the third Monday of each month from September to June.</p>

Welland Rose Festival Inc.	<p>1.</p> <p><u>Membership</u> – One (1) City of Welland Representative</p> <p><u>Purpose</u> - to promote the City of Welland's official title, Rose City of Canada and to encourage community spirit, community involvement and pride. To provide the people of the City of Welland, both young and old, with an annual Festival fostering brotherhood and celebration through cultural, competitive and general interest events and activities. To acquire, buy, lease, operate, maintain and manage lands, buildings, accommodations, facilities, equipment and appliances and to sell or otherwise dispose of the same. To receive, acquire and hold donations, gifts, devises and bequests.</p> <p><u>Meeting Schedule</u> - one per month; typically, the 2nd Monday of the month.</p>
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Please note there are no nominations for the Advisory Committee listed below:

Transit Advisory Committee membership is the City Councillor who is elected to be Chair of Integrated Services.

9
**CITY OF WELLAND
COUNCIL MEMBERS TO
BE APPOINTED
REGIONAL
AD HOC COMMITTEES
2018 – 2022**

Transportation Steering Committee

1.

Council to choose one Councillor to become a member of this Committee – per Regional letter dated November 27, 2018.

Meeting Schedule – 6 week cycle, Tuesdays at 9:30 am.

Humberstone Landfill Site Public Liaison Committee 1.

Council to choose one (1) Councillor to become a member of this Committee – per Regional letter dated November 27, 2018.

Meeting Schedule – Quarterly meetings, Wednesdays at 7:00 pm.

Linking Niagara Transit Committee



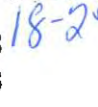
1. Mayor

2.

Council to choose one (1) Councillor to become a member of this Committee – per Regional letter dated November 27, 2018.

Meeting Schedule – Monthly meetings, Tuesdays at 2:00 pm.

COUNCIL
LEGISLATIVE SERVICES – CLERKS DIVISION

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

REPORT CLK-2018-18
DECEMBER 4, 2018

SUBJECT: 2019 COUNCIL MEETING CALENDAR

AUTHOR: CARMELA RADICE, ACTING CITY CLERK

**APPROVING G.M.: ROSANNE MANTESSO, GENERAL MANAGER
HUMAN RESOURCES AND LEGISLATIVE SERVICES**

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information Report CLK-2018-18 regarding the 2019 Meeting Calendar for Council and establishes the Council meeting dates for 2019 as set out in Appendix I attached thereto and further;

THAT WELLAND CITY COUNCIL approves the amended start time of Council meeting to 6:00 p.m. and adjournment time to 10:00 p.m. with a one extension of curfew of one-half hour duration may be granted if Council agrees by 2/3 majority.; and further

That Welland City Council instructs the City Clerk to amend By-law 2017- 6, as being the Procedural By-law start time to 6:00 p.m. and adjournment time shall be 10:00 p.m. with a one extension of curfew of one-half hour duration may be granted if Council agrees by 2/3 majority.

ORIGIN AND BACKGROUND:

The calendar of meetings for Council is reviewed annually by staff to establish meeting dates that allow staff to plan for resources and ensure minimal conflict with other events that are scheduled throughout the year (ie. various conferences, March Break, statutory holidays, etc.).

In accordance with the Procedural By-law, Council meeting dates are established as the first and third Tuesdays of each month, subject to a revised summer schedule and changes to the schedule throughout the year by motion of Council, when required. Traditionally, General Committee Meetings are scheduled on the second and fourth Tuesdays of each month respectively; however, these meetings are held on an as-needed basis in consultation with the Mayor.

COMMENTS AND ANALYSIS:

March Break:

In 2019, the week of March 11 to 15 is March Break. Traditionally some members of Council, as well as many staff, have taken vacations with family at this time. As such, there will be no Council Meeting on Tuesday, March 12, 2019.

Summer Schedule:

Following past practice, Council Meetings during the summer months are limited to one meeting per month to allow Council and staff time to schedule and enjoy a summer vacation. The proposed summer schedule also works around the 2018 Association of Municipalities of Ontario (AMO) Conference scheduled August 18 to 22, 2019, to permit interested Council members to attend the conference.

Welland Hydro-Electric Holding Corp. Annual Shareholder Meeting:

The Annual Meeting of Welland Hydro-Electric Holding Corporation is held in the month of June; for 2019 meetings are tentatively scheduled for June 25, 2019.

As always, the Mayor will be consulted should the need for a Special Council Meeting arise during the year.

Amendment to Start and Adjournment Time

Prior statistics show that Council's meeting are running on average of two (2) to four (4) hours per night, not including Committee of the Whole (In Camera). A review of the City's Budget Review Committee meeting times was conducted and those meetings averaged the same amount of time two (2) to four (4) hours with a start time of 5:00 p.m. Research was conducted on the start times of other local municipalities with in the Region and they vary. Staff spoke with Cogeco Telecommunications Company and the amended request can be accommodated. Staff is requesting that City of Welland Council meetings be amended to commence at 6:00 p.m. and adjournment be amended to 10:00 p.m. with a one extension of curfew of one-half hour duration may be granted if Council agrees by 2/3 majority.

FINANCIAL CONSIDERATION:

There are no financial considerations other than the normal costs associated with publishing notice of meetings under the City's Procedural By-law 2017-6, Notice By-law 2013-127, and/or the By-laws of Welland Hydro, as required.

OTHER DEPARTMENT IMPLICATIONS:

Staff has reviewed the 2019 Council Meeting Calendar at a recent Corporate Leadership Team (CLT) meeting and support the schedule being proposed.

SUMMARY AND CONCLUSION:

The early planning of a meeting schedule enables staff and Council to organize their priorities for meetings and agendas. It is recommended that Council support this staff recommendation.

ATTACHMENT:

Appendix I – Schedule of 2019 Meeting Dates and various dates and events used in determining the Schedule.


15
APPENDIX "I"

2019 SCHEDULE OF MEETINGS

All meetings commence at 6:00 p.m. (unless indicated otherwise on Agendas)

<i>Date</i>	<i>Meeting</i>
January 8, 2019	General Committee
January 15, 2019	Council
January 22, 2019	General Committee
February 5, 2019	Council
February 12, 2019	General Committee
February 19, 2019	Council
February 26, 2019	General Committee
March 5, 2019	Council
March 19, 2019	Council
March 26, 2019	General Committee
April 2, 2019	Council
April 9, 2019	General Committee
April 16, 2019	Council
April 23, 2019	General Committee
May 7, 2019	Council
May 14, 2019	General Committee
May 21, 2019	Council
May 28, 2019	General Committee
June 4, 2019	Council
June 11, 2019	General Committee
June 18, 2019	Council
June 25, 2019	General Committee / Welland Hydro Annual Shareholder Meeting
July 9, 2019	Council
August 6, 2019	Council
September 3, 2019	Council
September 10, 2019	General Committee
September 17, 2019	Council
September 24, 2019	General Committee
October 8, 2019	Council
October 15, 2019	General Committee
October 22, 2019	Council
October 29, 2019	General Committee
November 5, 2019	Council
November 12, 2019	General Committee
November 19, 2019	Council
November 26, 2019	General Committee
December 3, 2019	Council
December 10, 2019	General Committee
December 17, 2019	Council

COUNCIL
CORPORATE SERVICES
FINANCE DIVISION

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

18-13

REPORT FIN-2018-20
DECEMBER 4, 2018

SUBJECT: TEMPORARY BORROWING – 2019

**AUTHOR &
 APPROVING G.M.: STEVE ZORBAS, CPA, CMA, B.Comm, DPA,
 GENERAL MANAGER, CORPORATE SERVICES, CHIEF FINANCIAL
 OFFICER/TREASURER**

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND authorizes the Chief Financial Officer/Treasurer to borrow, on an interim basis, up to \$9,000,000 to meet current and capital expenditures for the year 2019 while awaiting permanent funding by way of taxation, water and sewer billings, Provincial/Federal grants, and Regional debentures; and further

THAT Welland City Council directs the Clerk to prepare the necessary By-law.

ORIGIN AND BACKGROUND:

Annually, the City of Welland passes a By-law to allow the Chief Financial Officer/Treasurer to temporarily borrow funds while awaiting funding.

COMMENTS AND ANALYSIS:

During the course of the year, the City has occasionally required short-term operating borrowings, sometimes for as little as one day, while awaiting tax or water payments, which generally arrive on or very close to due dates. The reason such a high borrowing limit is required is that individual payments can be in the millions of dollars i.e. each Regional levy is approximately \$6,800,000.

In addition to operating expenditures, the municipality must provide temporary or bridge financing for capital projects while awaiting tax payments, Provincial/Federal grants, and Regional debenture issues, which normally occur once a year in the early summer.

Our current agreement with RBC Royal Bank allows borrowing at the preferred rate of prime less 75 basis points. All borrowing positions are repaid immediately as funds become available.

FINANCIAL CONSIDERATION:

The 2019 Budget includes \$0 to accommodate interest charges.

OTHER DEPARTMENT IMPLICATIONS:

Not applicable.

SUMMARY AND CONCLUSION:

Although every effort is made to minimize borrowing positions, situations invariably arise where it is unavoidable. The recommendation addresses these situations.

ATTACHMENTS:

None.

COUNCIL
CORPORATE SERVICES
FINANCE DIVISION

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

18-4

REPORT FIN-2018-22
DECEMBER 4, 2018

SUBJECT: APPLICATION FOR TAX WRITE-OFFS - SECTIONS 357/358

**AUTHOR: JANET FERLAND,
TAX CLERK**

**APPROVING
SUPERVISOR: MICHAEL LOSTRACCO, CPA, CMA,
REVENUE SERVICES MANAGER**

**APPROVING
G.M.: STEVE ZORBAS, CPA, CMA, B.Comm, DPA,
GENERAL MANAGER, CORPORATE SERVICES, CHIEF FINANCIAL
OFFICER/TREASURER**

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND approves the write-off of taxes in the amount of \$2,750.25 as contained in Report FIN-2018-22 for the reduction or cancellation of taxes, pursuant to Sections 357 and 358 of *The Municipal Act, 2001*.

ORIGIN AND BACKGROUND:

Sections 357 and 358 provide for the cancellation, reduction or refund of taxes for conditions such as demolition, fires, class changes, errors, etc.

COMMENTS AND ANALYSIS:

Throughout the year, properties experience situations which may lead to assessment reductions. Property owners then file appeals to the Municipal Property Assessment Corporation (MPAC).

Some of the common reasons a property may experience a reduction under Sections 357 and 358 are as follows:

- ***Became Exempt*** – This situation occurs when a property is purchased by an organization that is exempt from property taxes. (City, Region, School Board)
- ***Gross or Manifest Error*** – Error or change to assessment roll by MPAC which may result from a clerical or factual error, such as transposition of figures, typographical error or creation of roll in error.

- **Demolition** – Property or part of property demolished.
- **Fire** – Property or part of property destroyed by fire.
- **Ceased to be liable to be taxed at rate it was taxed** – As a result of a change of event during the taxation year such as change in the use of land; an act or omission resulting in land ceasing to be in a class of property; a property is eligible to be reclassified in a different class of real property eg. Commercial to Residential.

Recommendations contained in the report are those approved by MPAC.

Appellants requesting adjustments other than those recommended in the report:

**have the right to appeal directly to the A.R.B. (Assessment Review Board)
within 35 days after Council makes its decision.**

Subsequent to Council approval, notices of decision are mailed to applicants advising them of reduction or cancellation granted and status of the tax account.

FINANCIAL CONSIDERATION:

In the normal course of operations, the City processes two or three groups of 357/358 applications throughout the year. The funds allocated in the tax write-off account accommodate these adjustments.

OTHER DEPARTMENT IMPLICATIONS:

Not applicable.

SUMMARY AND CONCLUSION:

Approving the write-off of taxes in the amount of \$2,750.25 as contained in Report FIN-2018-22, is pursuant to Sections 357 and 358 of *The Municipal Act, 2001*.


ATTACHMENTS:

Appendix I – Application to the Council for Adjustment of Taxes for the City of Welland under Sections 357/358 of *The Municipal Act, 2001*

APPLICATION TO THE COUNCIL FOR ADJUSTMENT OF TAXES FOR THE CITY OF WELLAND
 UNDER SECTIONS 357/358 OF THE MUNICIPAL ACT, 2001

<u>ROLL NUMBER</u>	<u>ASSESSMENT ADJUSTMENT</u>	<u>TAX RATE</u>	<u>DOLLAR ADJUSTMENT</u>	<u>REASON</u>
30-005-11200-0000	-	0.00000000	No change	Gross or Manifest Error
30-005-11100-0000	-	0.00000000	No change	Gross or Manifest Error
30-005-11100-0000	-	0.00000000	No change	Gross or Manifest Error
30-005-11200-0000	-	0.00000000	No change	Gross or Manifest Error
10-013-57712-0000	(71,181)	0.01589094	(706.57)	Became Exempt
10-013-57713-0000	(69,282)	0.01589094	(687.72)	Became Exempt
10-013-57714-0000	(88,264)	0.01589094	(876.14)	Became Exempt
40-007-04000-0000	-	0.00000000	Application to be withdrawn	Change in Classification
60-002-14400-0000	-	0.00000000	No change	Change in Classification
40-007-09700-0000	-	0.00000000	No change	Change in Classification
40-015-07500-0000	-	0.00000000	No change	Change in Classification
60-002-07550-0000	(53,209)	0.01589094	(456.36)	Damaged by Demolition
40-006-08200-0000	(3,876)	0.01589094	(23.46)	Damaged by Demolition
			(2,750.25)	

COUNCIL
CORPORATE SERVICES
TRANSIT DIVISION

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

18-13
REPORT TRANS-2018-11
DECEMBER 4, 2018

SUBJECT: TRANSIT SCHEDULE REVISIONS

AUTHOR: DAVID STUART, MBA, TRANSIT MANAGER

**APPROVING G.M.: STEVE ZORBAS, CPA, CMA, B.Comm, DPA,
GENERAL MANAGER, CORPORATE SERVICES, CHIEF FINANCIAL
OFFICER/TREASURER**

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND approves Transit Report TRANS-2018-11, Transit Schedule Revisions.

ORIGIN AND BACKGROUND:

At the present time, Welland Transit commences Monday through Saturday service at 6:30 a.m. However, this 6:30 a.m. service is only provided through the deployment of two buses; a Community East and Community West route. These two routes depart the Bus Terminal at 6:30 a.m. and complete a 45 minute modified route, arriving back at the Bus Terminal at 7:15 a.m., which is when the balance of the routes depart for the day's service. These two Community Bus routes are unique to the system, as they are the only routes operating a modified routing and a 45 minute trip. By commencing all the Monday through Saturday routes at 6:30 a.m., there would be no need to operate these Community Bus routes, which would save nine hours of service per week.

Transit staff have reviewed the overall provision of service and determined that there are opportunities to further enhance the system through the redeployment of these nine hours per week. Staff have determined that Route 504 can benefit through the elimination one of the Monday through Friday 'service breaks', which would require five hours per week. The Saturday evening service can be extended by 30 minutes to facilitate connections to Welland Transit from Regional buses arriving at 9 p.m. Further, Sunday service can be extended by 30 minutes to provide enhanced options for residents travelling on this day.

COMMENTS AND ANALYSIS:

Transit staff have been reviewing our service for further enhancements and propose the entire system commence at 6:30 a.m. By starting all the routes at the earlier time it addresses several current challenges, which include;

Connections to Regional Buses – As the Regional buses commence operating at 7 a.m., the 6:30 a.m. departures from the Bus Terminal allow everyone to board a Welland Transit bus and arrive at the Terminal for 7 a.m. thus, connecting to the Regional routes traveling to Niagara Falls and St. Catharines. In addition, the Port Colborne Link will be commencing service at 6:30 a.m. from Port Colborne, which will enable customers to transfer onto Welland Transit buses as well as Regional routes when they arrive at the Terminal at 7 a.m.

Consistency of Service – A common start time and 30 minute trip length allows for enhanced consistency of service, which is easier to market and convey to our customers.

Equality of Service – Starting all the routes at the same time provides an equality to the coverage areas throughout the city. As opposed to two Community Buses travelling unique routes for one 45 minute trip every morning, all eight of the routes will commence at the same time and travel their 30 minute routes throughout the day.

Service Where Needed – Information from our fareboxes indicates the busiest period of our entire day is the first three hours of service. Ridership during this period exceeds any three hour periods in the evening by over 400% as customers travel to education, employment, and appointments during this busy time.

A consistent 6:30 a.m. start for all the routes enables staff to redeploy nine hours every week, from the elimination of the Community Bus routes, to other areas in need of enhancements. Three opportunities have been identified; adding one hour per weekday to Route 504, which would eliminate one of the current two service breaks; extend the Saturday evening service by 30 minutes to facilitate better connections between Welland Transit and the Regional buses; and add 30 minutes onto the Sunday routes to provide greater options for residents travelling on this day.

FINANCIAL CONSIDERATION:

There would be no additional costs incurred with this service revision. Transit staff have moved the start of service up by 45 minutes, from 7:15 a.m. to 6:30 a.m. and commenced the hourly headways 45 minutes earlier as well. Thus, the 30 minute headways operate from 6:30 a.m. to 6 p.m., versus 7:15 a.m. to 6:45 p.m. As stated, the service shift to an earlier start is of greater value than having the 30 minute headways extend later into the evening.

At the present time, the Bus Terminal is staffed from 7 a.m. through to 9:30 p.m. Transit staff will monitor this opening time and if a 6:30 a.m. opening is warranted, the additional thirty minutes Monday through Saturday would result in additional expense of \$3,000.00 per year.

OTHER DEPARTMENT IMPLICATIONS:

There are no implications with these schedule revisions for other departments.

SUMMARY AND CONCLUSION:




Revising the current Transit schedules to commence at 6:30 a.m. versus the current start of 7:15 a.m. provides several service enhancements. It improves the opportunity for connections to other municipal and inter municipal transit services, the consistency of the routing and scheduling, the equality of service throughout the city, and improves the level of service when it

is most needed. Further, the ability to redeploy nine hours of service to other area in need of enhancements will improve customer service and ridership.

ATTACHMENTS:

N/A

COUNCIL
CORPORATE SERVICES
TRANSIT DIVISION

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

18-13
REPORT TRANS-2018-12
DECEMBER 4, 2018

SUBJECT: TRANSIT AGREEMENT WITH PORT COLBORNE

AUTHOR: DAVID STUART, MBA, TRANSIT MANAGER

**APPROVING G.M.: STEVE ZORBAS, CPA, CMA, B.Comm, DPA,
 GENERAL MANAGER, CORPORATE SERVICES, CHIEF FINANCIAL
 OFFICER/TREASURER**

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND approves Report TRANS-2018-12 Transit Agreement with Port Colborne for the renewal of Transit Services; and further

THAT Welland City Council authorizes the Mayor and City Clerk to sign the agreement; and further

THAT Welland City Council authorizes the City Clerk to prepare any necessary By-laws to enter into the agreement.

ORIGIN AND BACKGROUND:

Welland Transit has been contracted to provide bus services within the City of Port Colborne and between Welland and Port Colborne since 2008. The bus services provided within Port Colborne are operated Monday through Friday and are referred to as the Community East and Community West routes. The route travelling between municipalities operates Monday through Saturday and is referred to as the Port Colborne Link. The hourly rate charged to Port Colborne ensures the service is provided at full cost recovery and thus, is not subsidized by the City of Welland tax base. A renewal of the Agreement ensures Welland Transit will continue to provide public transportation to the residents of Port Colborne for an additional two years.

COMMENTS AND ANALYSIS:

The City of Welland Transit staff continue to work with Port Colborne representatives to ensure the services they require are efficiently and conveniently provided. Scheduling and routing opportunities are discussed with the Port Colborne Transit Advisory Committee and decisions to enhance the service are forwarded through Port Colborne staff to their City Council for the requisite approvals. Of interest, the Port Colborne Link has been discussed at these Advisory Committee meetings and revisions have been made to improve the number of trips between municipalities for the benefit of our mutual customers. Effective September 2018, the number of trips operating Monday through Saturday increased from six trips to nine trips daily. This routing operates an express service travelling between the Welland Bus Terminal and Port Colborne City Hall.

To ensure better connectivity between the Port Colborne Link and the two Community Bus routes, Transit staff are communicating with their Advisory Committee to review further service enhancements. These improvements include an earlier start to the service day, greater access to Welland Transit bus stops when arriving and departing the City of Welland, and enhanced connectivity to Niagara Region Transit and Coach Canada bus services.

At the present time, the Port Colborne Link is partially funded by the Niagara Region Transit service, but discussions have been occurring between Port Colborne and Niagara Region to upload this service, and hence, cost to the Region. This will not alter the service delivery by Welland Transit staff, it simply means the funding agent would be Niagara Region and not the City of Port Colborne.

This Agreement contains a Fuel Escalation Clause, which is a mechanism to ensure that any drastic swings in diesel fuel pricing do not negatively impact the City of Welland. If fuel prices rise beyond a predetermined threshold, Port Colborne will be responsible to pay for these additional costs.

FINANCIAL CONSIDERATION:

For the April 2018 to March 2019 initial term of this two year Agreement, Port Colborne will pay Welland Transit \$479,241.00 for services as noted in the chart below.

<u>Term</u>	<u>Service</u>	<u>Amount</u>
April 2018 – March 2019	PC Community Bus	\$269,088.00
April 2018 - March 2019	PC Link	\$210,153.00
	Total	\$479,241.00

The hourly operating rate charged by Welland Transit will be \$95.00/hr for the initial year of this two year Agreement. Prior to the completion of this first year, an hourly operating rate will be determined by the parties for the second year of service. This rate will further ensure the City of Welland receives full cost recovery from the City of Port Colborne and the Niagara Region.

OTHER DEPARTMENT IMPLICATIONS:

Transit has reviewed this Agreement with the City Solicitor. Finance will receive payments for the services as per the agreement. There are no impacts upon other departments of the City.

SUMMARY AND CONCLUSION:

The current Agreement between the City of Port Colborne and Welland Transit has expired. There has been considerable discussion among the parties about making revisions to the current service levels and Niagara Region subsidy commitments. This Agreement increases the hourly rate charged to the City of Port Colborne and the Niagara Region to ensure full cost recovery of all expenses are realized. Further, if fuel prices increase dramatically, the City of Welland is protected by our Fuel Escalation Clause. This has been a mutually beneficial relationship for over ten years and Transit staff seek Council approval to extend the relationship for an additional two year term.

ATTACHMENTS:

N/A

COUNCIL
CORPORATE SERVICES
TRANSIT DIVISION

APPROVALS	
GENERAL MANAGER	[Signature]
CFO	[Signature]
CAO	[Signature]

18-13
REPORT TRANS-2018-13
DECEMBER 4, 2018

SUBJECT: TRANSIT SERVICE FOR HARVEST KITCHEN

AUTHOR: DAVID STUART, MBA, TRANSIT MANAGER

APPROVING G.M.: STEVE ZORBAS, CPA, CMA, B.Comm, DPA,
 GENERAL MANAGER, CORPORATE SERVICES, CHIEF FINANCIAL
 OFFICER/TREASURER

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND approves Transit Report TRANS-2018-13, Transit Service for Harvest Kitchen.

ORIGIN AND BACKGROUND:

Welland Transit has received our annual request from the Harvest Kitchen program, which provides dinners and fellowship to individuals throughout the community in need of assistance. The request is for transportation assistance six evenings per week to enable those in need to travel on Welland Transit services directly to and from the participating churches and local agencies. This program has been supported by the City through the provision of public transit services for over 20 years.

COMMENTS AND ANALYSIS:

The Harvest Kitchen program is a nonprofit initiative managed by Reverend Robert Bond, which provides food and shelter to those members of our community who are in need of assistance, especially during the winter months. The following schedule indicates where these dinners are provided throughout the week;

Sunday Evening – Central United Church
 Monday Evening – Eglise du Sacre-Coeur
 Tuesday Evening – Hope Centre
 Wednesday Evening – St. Kevin's Roman Catholic Church
 Thursday Evening – Hope Centre, Southridge Church, Holy Trinity Anglican Church (Market Square), and Sts. Peter and Paul Roman Catholic Church
 Friday Evening – Southridge Church

The majority of these facilities are either on a transit route or quite close to one for walking convenience.

This year, the program involves issuing 175 Transit Passes to Reverend Bond and his Committee who then issue them to those in need of transportation. The Passes are only valid

from early November 2018 to the end of March 2019. Further, the Passes will only be accepted by our Bus Operators from 4:00 p.m. to 8:00 p.m. on the days when the dinners are being served and for their intended use to travel to and from the host sites. Through the Committee, all recipients of these Passes are informed they will lose their transportation privileges if they abuse the intended use of the Pass. To date, Transit staff have not had to confiscate any recipients' Passes due to abuse of the program.

FINANCIAL CONSIDERATION:

The financial impact on the service is difficult to quantify as staff do not know how often the recipients will utilize these Passes. Every effort has been made to ensure they are only valid to and from the various host sites during the days and times the dinners are served. Any travel beyond the stipulated times would require the individual pay a fare to board the service.

OTHER DEPARTMENT IMPLICATIONS:

There are no aspects of this initiative which would impact other City departments.

SUMMARY AND CONCLUSION:

Reverend Bond and the Harvest Kitchen Committee have been assisting those in need in our community for many years. The Harvest Kitchen, formerly the Out of the Cold Program, involves providing nutritious meals and fellowship to many individuals during the cold winter months. To ensure these individuals can get to and from the participating sites, Welland Transit has received Council support for this initiative for approximately 20 years. To continue with the provision of transportation Passes for this winter, staff request Council approval.

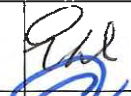


ATTACHMENTS:

N/A

COUNCIL

INFRASTRUCTURE AND DEVELOPMENT SERVICES

TRAFFIC DIVISION

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

18-22

**REPORT TRAF-2018-18
DECEMBER 4, 2018**

SUBJECT: UPDATE TO TRAFFIC AND PARKING BY-LAW 89-2000

**AUTHOR: MUHAMMAD ALI KHAN, M.A.Sc., P. ENG.
SUPERVISOR, TRAFFIC, PARKING & BY-LAWS**

**APPROVING SUPERVISOR: CHRIS ANDERS, P. ENG
MANAGER, ENGINEERING SERVICES**

**APPROVING G.M.: ERIK NICKEL, P. ENG
GENERAL MANAGER, INFRASTRUCTURE &
DEVELOPMENT SERVICES/CITY ENGINEER**

RECOMMENDATIONS:

THAT THE COUNCIL OF THE CITY OF WELLAND approves **REPORT TRAF- 2018-18** Update to Traffic and Parking By-law 89-2000; and further

THAT Welland City Council directs the City Clerk to amend Traffic and Parking By-law 89-2000 as follows:

ADD the following to Schedule "1" – Municipal/Private Property:

SKETCH No.	LOCATION	COMMON NAME
No Sketch	1 Niagara Street	1729657 Ontario Limited
No Sketch	3-7 East Main Street	Wei Yu Lin

ORIGIN AND BACKGROUND:

The property owners of 1 Niagara Street and 3-7 East Main Street approached the City of Welland Traffic, Parking and By-law Division to assist with parking issues on private property. The property owners are having difficulty with unauthorized vehicles parking on their property in spaces that have been designated for their tenants.

COMMENTS AND ANALYSIS:

An amendment is required to include 1 Niagara Street and 3-7 East Main Street to the City of Welland Municipal/ Private Property Schedule of By-law 89-2000. This will allow Parking Enforcement Officers to enter onto the private lands at the request of the designated persons to issue a parking penalty notice and/ or remove unauthorized vehicles.

This amendment will help resolve the parking issues that the owners and tenants are experiencing.

Authorization letters have been attached as Appendix I and Appendix II

FINANCIAL CONSIDERATION:

Sign installation will be the responsibility of the property owner.

OTHER DEPARTMENT IMPLICATIONS:

Clerks department will be required to update By-law 89-2000 with the changes noted above.

SUMMARY AND CONCLUSION:

The amendments to Schedule I – Municipal/ Private Property will allow City of Welland Parking Enforcement Officers to enter onto private lands to issue penalty notices and/ or tow unauthorized vehicles at the request of the property owner and/ or designated persons. This will help ensure the owner and tenants have access to their parking spaces.

ATTACHMENTS:

Appendix I – Authorization Letters, 1 Niagara Street
Appendix II – Authorization Letter, 3-7 East Main Street

APPENDIX I - 1 NIAGARA ST

1729657 ONTARIO LIMITED
1 Niagara Street, Unit 2
Welland, Ontario
L3C 1H8

March 7, 2018

The Corporation of the City of Welland
60 East Main Street-City Hall
Welland, ON
L3B 3X4

Attention: James Cronshaw, MLEO(C)
Senior By-law Enforcement officer

Re: Authorization for Private Property Tagging and/or Towing
1 Niagara Street, Welland, ON. L3C 1H8

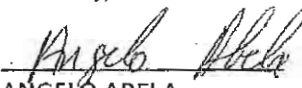
I, ANGELO ABELA, sole owner of 1729657 ONTARIO LIMITED, at 1 Niagara Street, Welland, Ontario. L3C 1H8 request the City of Welland to Control unauthorized parking at the above noted address as per Traffic and Parking By-law 89-2000.

The following person(s) have been designated with signing privileges:

1. Angelo Abela owner

If further information is required, please call Angelo Abela at 905-714-2242.

Sincerely,


ANGELO ABELA

APPENDIX II - 3-7 EAST MAIN ST

AUTHORIZATION LETTER
Parking Enforcement Unit as Agents

The Corporation of the City of Welland
60 East Main Street – City Hall
Welland, ON, L3B 3X4

Attention: James Cronshaw, MLEO(C)
Senior By-law Enforcement Officer
Re: Authorization for Private Property Tagging and/or Towing

3-7 East Main Street,
Welland, ON, L3B 3W4

Wei Yu Lin the owner of 3-7 East Main Street, Welland, ON request the Cit of Welland to control unauthorized parking at the above noted address as per Traffic and Parking By-law 89-2000.

The following person(s) have been designated with the signing privileges:

1. Shayne Pilgrim
2. Samantha Marshall
3. Carrie Demers

A copy of this letter and identification will be produced each time a Parking Enforcement Officer arrives to enforce the offence of "Parking on Private Property without the owner's consent" or "Park on Private Property in contravention of Traffic and Parking By-law 89-2000"

We understand that you require a "FORM 2" to be fully completed for each and every enforcement attendance by one of the above authorized person(s), who will call (905)735-1700 Ext. 2250 or 2113 for enforcement.



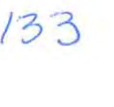
Signage is affixed to permanent post approximately 6' high and are located on both sides of each entrance/exit of the property. The signs indicated:

Private Property
Unauthorized vehicles will be
Tagged and/or towed
At owner's expense
City of Welland
By-law 89-2000

If further information is required, please call Wei Yu Lin at 289-686-8768.

Sincerely,

Wei Yu Lin
Owner
June 12, 2018

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

COUNCIL**INFRASTRUCTURE AND DEVELOPMENT SERVICES**

03-133

**REPORT P&B-2018-54
DECEMBER 4, 2018**

**SUBJECT: COMMUNITY IMPROVEMENT PLAN INCENTIVE
APPLICATIONS – QUARTERLY SUMMARY REPORT
FOR THIRD QUARTER OF 2018**

**AUTHOR: CHRISTINE ROSSETTO, B.A. (Hons.)
PLANNING ASSISTANT**

**APPROVING SUPERVISOR: ROSE DI FELICE, M.Pl., M.Sc., MCIP, R.P.P.
MANAGER OF POLICY PLANNING**

**APPROVING G.M.: ERIK NICKEL, P. ENG.
GENERAL MANAGER,
INFRASTRUCTURE AND DEVELOPMENT SERVICES/CITY
ENGINEER**

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND receives for information Report P&B-2018-54 being a quarterly summary Report of approved 2018 Community Improvement Plan Incentive Applications between July 1, 2018 and September 30, 2018.

ORIGIN AND BACKGROUND:

On July 19, 2016, Council delegated, by By-law, Community Improvement Plan (CIP) Incentive Grant Approvals to Staff and adopted procedures for the processing of the Applications subject to the Delegated Authority. This Report deals with the Incentive Applications that were approved in the third quarter of 2018.

COMMENTS AND ANALYSIS:

Four (4) Community Improvement Plan Incentive Applications were approved in the third quarter of 2018. This includes three (3) Applications within the Downtown and Health and Wellness Cluster Project Area and one (1) Application within the Brownfield Project Area.

The following table outlines the Grant details for the three (3) Applications approved under the Downtown and Health and Wellness Cluster CIP.

LOCATION AND TYPE OF INCENTIVE APPROVAL	ESTIMATED PROJECT OR STUDY COST	MAXIMUM ELIGIBLE GRANT	CITY PORTION OF GRANT	REGIONAL PORTION OF GRANT
214 King Street Urban Design Study Grant Program • facade	\$4,500.00	\$2,250.00	\$2,250.00	\$0
10 Park Street Building Improvement Grant Program • roof	\$26,200.00	\$12,500.00	\$6,250.00	\$6,250.00
570 King Street Urban Design Study Grant Program • facade	\$5,200.00	\$2,500.00	\$2,500.00	\$0
TOTAL	\$35,900.00	\$17,250.00	\$11,000.00	\$6,250.00

The following table outlines the Grant details for the one (1) Brownfield Application approved under the Brownfield Environmental Site Assessment (ESA) Grant Program.

LOCATION	ESTIMATED STUDY COST	MAXIMUM ELIGIBLE GRANT	CITY PORTION OF GRANT	REGIONAL PORTION OF GRANT
43 Hagar Street	\$23,859.00	\$11,929.50	\$6,929.50	\$5,000.00
TOTAL	\$23,859.00	\$11,929.50	\$6,929.50	\$5,000.00

FINANCIAL CONSIDERATION:

The City's portion of the Grants for these Approvals, upon completion, will be covered with funds from the Incentives Program Fund.

OTHER DEPARTMENT IMPLICATIONS:

The Finance Division, upon completion of the approved works, will be involved with all financial aspects associated with the issuance of these Grants.

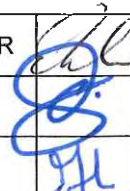
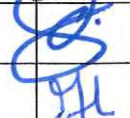

The Building Division will be involved with the issuance of the required Permits.

SUMMARY AND CONCLUSION:

Council delegated CIP Incentive Grant Approvals to Staff. As part of the approval procedures contained within the Delegation By-law, a Report outlining the Incentive Grant Applications that have been approved is to be prepared for Council's information. As noted in this Report, a total of four (4) CIP Incentive Applications were approved in the third quarter of 2018.

ATTACHMENTS:

None.

APPROVALS	
GENERAL MANAGER	
CFO	
CAO	

COUNCILINFRASTRUCTURE AND DEVELOPMENT SERVICES

18-93

REPORT P&B-2018-55
DECEMBER 4, 2018

SUBJECT: APPLICATION FOR TAX INCREMENT GRANT PROGRAM
COMMUNITY IMPROVEMENT PLAN FOR THE
DOWNTOWN AND HEALTH AND WELLNESS CLUSTER
D CUBED ENTERPRISES INC.
591-597 KING STREET

AUTHOR: CHRISTINE ROSSETTO, B.A. (Hons.)
PLANNING ASSISTANT

APPROVING SUPERVISOR: ROSE DI FELICE, M.PI., M.Sc., MCIP, R.P.P.
MANAGER OF POLICY PLANNING

APPROVING G.M.: ERIK NICKEL, P. ENG.
GENERAL MANAGER,
INFRASTRUCTURE AND DEVELOPMENT SERVICES/CITY
ENGINEER

RECOMMENDATION:

THAT THE COUNCIL OF THE CITY OF WELLAND approves the Downtown and Health and Wellness Cluster Community Improvement Plan Application for property municipally known as 591-597 King Street for the Tax Increment Grant Program in the estimated amount of \$22,290.25; and further

THAT Welland City Council supports the circulation of this Report to Niagara Region to request the Region's participation in the Tax Increment Grant Program; and further

THAT Welland City Council directs Staff to prepare the required By-law and Agreement; and further

THAT Welland City Council authorizes the Mayor and City Clerk to execute any documentation required to satisfy conditions related to participation in the Downtown and Health and Wellness Cluster Incentive Program.

ORIGIN AND BACKGROUND:

A Downtown and Health and Wellness Cluster Community Improvement Plan (CIP) Incentive Application has been received for property municipally known as 591-597 King Street. The Owner proposes to renovate the existing building which contains three (3) vacant commercial units and six (6) dwelling units and is seeking approval under the Tax Increment Grant (TIG) Program wherein Council approval is required. In addition, the

Owner has made Application for the Urban Design Study Grant Program, the Façade Improvement Grant Program, the Building Improvement Grant Program and the Residential Grant Program under this CIP for which approval has been delegated to, and received from, Staff.

The purpose of the TIG Program is to encourage rehabilitation, redevelopment, infill and intensification projects by providing a financial incentive that reduces the property tax increase that can result from development/redevelopment. This Grant is based on 80% of the municipal (City and Region) property tax increase for up to 10 years following project completion where the project results in an increase in assessed value and therefore property taxes.

COMMENTS AND ANALYSIS:

The subject property is located on the west side of King Street, north of Sixth Street and is illustrated on the attached Location Map (Appendix I). The Owner proposes to convert the vacant commercial space located on the ground floor into five (5) new dwelling units and to update the front façade for this purpose. Once completed, the building will contain eleven (11) residential dwelling units.

The TIG Program provides an annual grant equivalent to 80% of the increase in municipal (City and Region) property taxes that result from the project for up to 10 years. From the information provided, Staff has estimated the Grant to be approximately \$22,290.25 over the 10 year Grant period. The City's contribution to this incentive will be approximately 50% of the estimated Grant. The Grant ceases when the total along with all other Grants provided equals the cost of redevelopment, or 10 years, whichever comes first.

Niagara Region must confirm their participation in the Tax Increment Grant Program.

If Council approves this Application, the Owner will be required to enter into a Grant Agreement which will specify the terms of the Grant. The renovation works to the dwelling units may not commence until the Agreement has been executed. Successful completion of this residential renovation project is a requirement of the TIG Program along with the Owner being responsible for all costs of the project.

The proposal meets the purpose of the CIP by stimulating private sector investment in the revitalization of a property within the Project Area. The redevelopment will increase tax assessment and property tax revenues over the 10 year term of the TIG.

Staff recommends approval of the Application for the Tax Increment Grant Program for 591-597 King Street. This financial incentive will help offset the costs of redevelopment of this property. Renovating this building will increase the municipal tax base and provide housing opportunities for individuals.

FINANCIAL CONSIDERATION:

The TIG Program will be administered as follows:

- Tax increment based grant program uses future tax increase (tax increment) to pay for eligible costs by way of a property tax rebate;
- Regional participation is subject to Regional Council approval; and
- Grant equals 80% of City and Region portion of property tax increase rebated annually each year for up to 10 years.

The total amount of all Grants provided through available Incentive Programs shall not exceed the total cost of renovating the building/property.

OTHER DEPARTMENT IMPLICATIONS:

The Legal Division will be involved in the registration of the Agreement and By-law. The Finance Division will be involved with all financial aspects associated with the Incentive Program. The Building Division will be involved with the issuance of required Building Permits required and any applicable Development Charge Reductions.

SUMMARY AND CONCLUSION:

The Owner of 591-597 King Street has requested funding under the Downtown and Health and Wellness Cluster Community Improvement Plan Incentive Program for the renovation of this property. Council's implementation of the Tax Increment Grant Program facilitates redevelopment of properties in the CIP Project Area by assisting property Owners with development costs.

Staff recommends approval of the Application for the Tax Increment Grant for 591-597 King Street as discussed in this Report. The approval of this Application will provide an estimated financial incentive to the Owner of \$22,290.25 in eligible costs. It is anticipated that the conversion of the commercial space into residential units will increase the assessed value of the building.

ATTACHMENTS:

Appendix I - Location Map



LOCATION MAP

591 - 597 King Street



SUBJECT LANDS



*Infrastructure and
Development Services*
Planning Division



NIAGARA CENTRAL
Airport Commission

P. O. Box 234
L3B 5P4

WELLAND, ONTARIO

October 10, 2018

City Clerk City of Port Colborne 66 Charlotte Street Port Colborne, Ontario L3K 3C8 Via email to ashleygrigg@portcolborne.ca	City Clerk City of Welland 60 East Main Street Welland, Ontario L3B 3X4 Via email to clerk@welland.ca
Chief Administrative Officer/Clerk Township of Wainfleet 31940 Highway 3 P.O. Box 40 Wainfleet, Ontario L0S 1V0 Via email to wkolasa@wainfleet.ca	Town Clerk Town of Pelham 20 Pelham Town Square P.O. Box 400 Fonthill, Ontario L0S 1E0 Via email to nbozzato@pelham.ca

Mayors and Councils of City of Port Colborne, City of Welland, Township of Wainfleet, and the Town of Pelham:

Following is brief synopsis of issues and developments at Niagara Central Dorothy Rungeling Airport through the third quarter of 2018 for your information:

Condition and Maintenance:

- Cost of completion of repairs to Taxiway Alpha, and repairs to the Secondary Runway and Taxiway Bravo was submitted in the 2018 capital budget. Estimates within the budget were received. Norjohn completed the work and submitted an invoice slightly higher than their estimate. However, some quality issues and an explanation for the cost overrun need to be completed before payment is issued. Meetings are scheduled for early in the 4th quarter. Remedial treatment to the treated surfaces is expected to result in safe use for 10+ years.
 - Line Painting of the Secondary Runway will be scheduled following completion of any remedial work that will be undertaken to deal with issues.

13-20

Other Repair and Maintenance Issues:

- MOE has reviewed plans of new septic system designed by the engineering firm AMEC (now Wood Group) to replace the current greater than 70 year old system, and has agreed that our system will need to service a daily capacity of under 10,000 litres daily. Wood Group's technical data has been provided to contractors for estimates. To date, we have not received any acceptable estimates: the industry is exceptionally busy at this time which has resulted in unusually high cost estimates for the work to be done. We do not anticipate construction of the septic system until 2019. There are no environmental or health issues associated with our continuing use of our current system until it is replaced.
- The runway lighting system is still operational but will require renovation as they system is aged. However, we have been offered a large inventory of spare parts which we can acquire for the cost of transportation. Acquisition of these spares will allow our current system to function into the middle to long term without additional capital cost.

Request to Upload Control and Governance of NCDRA to Region:

- On September 26, 2016, Regional Council passed a motion supporting in principle that the Region adopt sole-responsibility for operations and governance of Niagara District and Niagara Central Dorothy Rungeling Airports. Subject to completion of a phase 2 environmental assessment at each location paid for by the current owners/operators, Regional staff is authorized to initiate negotiations with funding partners of both airports to transition responsibility.
- The required Environmental Assessment of NCDRA was substantially completed during the 3rd quarter of 2017, and the Phase 2 report was forwarded to the Region.
- Niagara Central Airport Commission and NCDRA staff worked with our stakeholder municipalities to facilitate the negotiation process with the Region to make the transition of control to the Region. Mayors and CAO's met in the 1st quarter to develop a process to develop a common negotiating position with which to approach Region.
- NCDRA and NDA Chairs and/or Commissions met on 3 occasions to discuss the development of an integrated position from which to negotiate with the Region. NDA Commission passed a resolution to work collaboratively with NCDRA to develop such a position, using NCDRA's position as a starting point. The NDA resolution has been received and NCAC responded with comments. The objective is to bring the integrated position to the Region for Regional Staff and staff selected from NCDRA stakeholder municipalities to work on during the campaign period so that new Councils can consider the outcome as soon as possible.
- At this time, we do not anticipate the discussion to be completed before the coming municipal elections.

Growth:

The local chapter of the Canadian Owners and Pilots Association (COPA Flight 149) suggested that NCDRA rehabilitate the abandoned runway as a grass strip. They offered to participate in

the cost of construction and to undertake the maintenance of the strip. A plan and budget of this conversion was approved by NCAC. The work has been largely completed as follows:

- Excavation of a road a 1900 ft. roadbed on the south side of hangars along Taxiway Bravo provided soil to cover the abandoned runway. The roadbed is now accepting fill from the wider community to eventually become the access to additional hangar lots required when lots along Bravo are leased.
- The abandoned runway has been prepared, graded, and covered with the roadbed excavate provided above.
- Preparation and seeding of the soil to create the grass strip was undertaken and completed by COPA.
- Cost of excavation and placement of the soil was undertaken by NCDRA and completed below the upset limit of \$15,000.00, including HST.
- Cost of finishing the grass strip was undertaken and completed by COPA, who have committed to maintaining the grass strip hereafter.

Administration

- When our manager resigned for reasons of health, the uncertainty of the discussion re ongoing governance and control of the airports made hiring a permanent replacement difficult and unwise. Therefore, NCAC developed a temporary management model for the airport consisting of a combination of an Interim Supervisor (paid) to oversee day to day operations and the involvement of the Chair (unpaid) to do the broader management functions. NCAC will need to reconsider the management model in the next quarter following the outcome of municipal elections.
- Substantial progress has been made in converting our bookkeeping processes to Quickbooks, which will be extremely valuable in allowing management to access financial information as required in real time. It is anticipated that the use of Quickbooks will be fully in place for 2019. A bookkeeper who is fully versed in the use of Quickbooks will be contracted to do the bookkeeping for NCDRA.
- NCDRA will lease a 44 HP Kubota Tractor c/w sweeper, mower, front-end loader, and blade early in the 4th Quarter.
 - The primary justification for the tractor is the new need to keep the surfaces on the runways and taxiways swept, which would otherwise be done at considerable contractor cost.
 - The lease cost, plus the cost of labour for the hours of use, of the new equipment will be completely covered by reductions in current contractor cost for grass trimming and non-runway/taxiway snow removal, so no additional maintenance budget is anticipated.

- Lease arrangements are no down payment, 0% interest, and no buy-out cost at the end of the lease. The lease is with a local Wainfleet supplier.
- NCDRA will acquire insurance policies to replace existing policies early in the 4th Quarter.
 - Premium cost of liability coverage exactly as current will be approximately \$1800.00 less per year.
 - Currently, we are covered by Welland's loss policy, with our share of the City's premium being approximately \$9,000.00 annually. We will acquire our own loss policy with an annual premium of approximately \$5700.00, and it will include protection for environmental issues which does not exist in the current policy.

Airport Activities:

- Activities are now winding down from its usual summer level, though the airport is still quite busy at the end of the 3rd Quarter.
- The incident between aircraft on runway 05/23 in October resulted in the cleanup of spilled fuel, the cost of which will be borne by the insurance coverage of the aircraft involved. This item remains outstanding. Legal action commenced during the 2nd Quarter continues.
- Signage properly displaying the name of Niagara Central Dorothy Rungeling Airport is now completed both at the intersection of Webber and Effingham and on the South wall of Hangar 1. See photo at the end of this report.

Air Race Classic:

- As reported in NCDRA 3rd Quarter 2015, NCAC agreed in principle to the proposal that NCDRA be the terminus of the 2019 (44th) Air Race Classic. The Air Race Classic is an annual event in which 50 women pilots plus crew fly legs of a 2500 mile course across North America over a 4 day period. The community of terminus (finish line) airport experiences the positive impact of the end-of-race gala and associated celebration.
- The ARC Committee chaired by and largely made up of tenants and users of NCDRA, meets regularly with our management as it prepares for the event in June 2019.
- Economic impact of this event to the Region is conservatively estimated at approximately \$650,000.00. Budget of up to \$40,000.00 is planned to be raised through fundraising, but NCAC will include red-circled funds in the 2019 budget to backstop if necessary.

Fundraising:

Discussions regarding application of Section 110 of the Ontario Municipal Tax Act will depend on the outcome of negotiations around Region's uplift of control of the airport.

Potential Future Capital Projects to Increase Revenue:

Two capital projects that can increase revenues are available as “low hanging fruit”, should NCAC and our stakeholder municipalities choose to consider them:

- An investment of \$40,000.00 to \$50,000.00 in a card lock fuel sales system
 - Can effectively double current net profits on fuel sales
 - Has a payback of 12 to 18 months on current volumes
 - Will likely increase sales volumes by being available 24/7.
- Construction of 3 10-unit “Tee-Hangars” over 5 years
 - Rental income of each hangar will cover cost of money plus produce substantial net revenue
 - Revenue from 3 such hangars (total of 30 rental units) would make NCDRA self-sufficient: ie, be totally reliant on its own earnings to cover all costs, based on the current model of airport operations
 - Demand for rental hangar space is increasing as more airports around nearby populations centre (Toronto, Hamilton) are closing.
 - Relatively inexpensive “Pole Barn” construction will produce adequate hangar facility for this purpose.
 - Very rough estimate of \$200,000.00 per tee-hangar, total estimated \$600,000.00 investment

Niagara Central Airport Commission Members, 2015 through 2018:

Welland	Jim Larouche John Mastroianni Leo Van Vliet
Port Colborne	Barbara Butters (Vice-Chair) Bea Kenny
Wainfleet	Ted Hessels
Pelham	Richard Rybiak (Chair)

In Closing:

As this is the final quarterly report for this term, I want to thank my colleagues on NCAC for their extraordinary dedication, commitment, and wise counsel for the welfare and advancement of NCDRA as an effective, efficient, safe public airport which is a credit to its municipal stakeholders.

I also want to thank Dave Devine (Manager) and Bob Cullen (Interim Supervisor) for their hard work, their ability to interact with airport users, and their ingenuity at accomplishing so much with the resources at their disposal.

I also want to thank Mayors and Councils of our 4 municipal stakeholders, who never failed to provide NCDRA with the support and resources it needed to continue to deliver excellent service to its tenants, users, and to their municipal constituents.

Sincerely,

A handwritten signature in dark ink, appearing to read "R. Rybiak". The signature is written in a cursive style with some loops and flourishes.

Richard Rybiak
Chair, Niagara Central Airport Commission



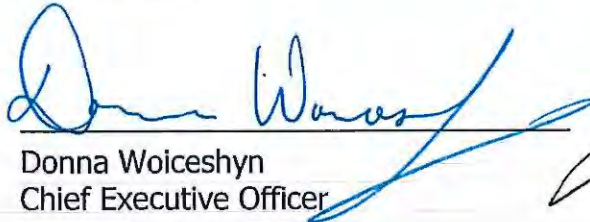


Q2 (April 1 to June 30, 2018) to Board of Directors

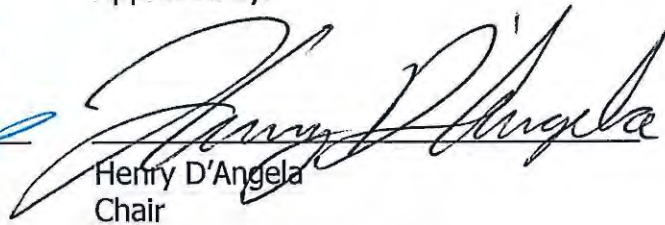
Recommendation:

That Niagara Regional Housing Quarterly Report April 1 to June 30, 2018 be APPROVED and FORWARDED to the Public Health and Social Services Committee and subsequently to Regional and Municipal Councils for information.

Submitted by:


Donna Woiceshyn
Chief Executive Officer

Approved by:


Henry D'Angela
Chair

Directors:

Henry D'Angela, Chair
Regional Councillor
Thorold

James Hyatt, Vice-Chair
Community Director
St. Catharines

Karen Blackley, Treasurer
Community Director
Thorold

Betty Ann Baker - Secretary
Community Director
St. Catharines

Betty Lou Souter
Community Director
St. Catharines

Paul Grenier
Regional Councillor
Welland

Tim Rigby
Regional Councillor
St. Catharines

Walter Sendzik
Regional Councillor
St. Catharines

Selina Volpatti
Regional Councillor
Niagara Falls

HIGHLIGHTS:

Application Activity

827 received & processed



Capital Program

15 jobs/projects ongoing

4 public tenders closed

44 contract orders issued



Community Resources & Partnerships

offered supports to

313

new referrals



45

partners

Rent Supplement / Housing Allowance

1,324 units



Welcome Home Niagara

9 homeowners received assistance



Appeals

= 9 5 upheld
4 overturned



Work Orders

2,768 issued



Rent Arrears

= \$35,055.56



or

3.08% of the monthly rent charges

Non-Profit Housing Programs

66% deemed HEALTHY



Niagara Renovates



- inspections for 2018-2019 funding are still underway

Housing First Project

14
Individuals / families housed



New Development

Carlton Street, St. Catharines

- approx. 60% complete



VISION

That the Niagara community will provide affordable, accessible and quality housing for all residents

MISSION

To expand opportunities that make affordable housing an integral part of building healthy and sustainable communities in Niagara

As the administrator of social housing for Niagara Region, Niagara Regional Housing (NRH) works to fulfill our vision and mission through six main areas of responsibility:

1. [Public Housing \(NRH Owned Units\)](#)
2. [Non-Profit Housing Programs](#)
3. [Rent Supplement Program](#)
4. [Affordable Housing Program](#)
5. [Service Manager Responsibilities](#)
6. [Housing Access Centre and Centralized Waiting List](#)



Definitions can be found in the attached Reference Sheet.

1. Public Housing (NRH Owned Units)

DAY-TO-DAY MAINTENANCE:

In Q2, **2,768 work orders** were issued, representing \$1,071,870.54. \$54,528.70 of this amount was charged back to tenants who were held responsible for damages.

	2017-Q2	2017-Q3	2017-Q4	2018-Q1	2018-Q2
# of work orders issued	1,951	3,263	2,993	2,566	2,768



Q2 (April 1 to June 30, 2018)

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CAPITAL PROGRAM:

The Capital Program is responsible for maintaining the Public Housing (NRH Owned Units) asset and planning for future sustainability.

In Q2, 44 contract orders were issued, four public tenders closed and purchase orders issued \$1,200,761.00.

The Capital Program was responsible for 12 capital jobs valued at \$1,700,000 and three SHAIIP capital projects valued at \$750,000 including:

- Parking lot replacement-two projects
- Roof replacements-two projects
- Foundation repairs-one project
- Design and preparation of tender for bathroom replacements-one project
- Balcony repair and railing replacement-one project
- Design and preparation of tender for foundation repair and damp proofing-ten projects
- Installation of a heat control system-two projects
- Domestic Hot Water replacement-one project

As of June 30, 2018, \$2,500,000 of the \$7,000,000 budgeted (excluding emergency) has been committed and/or actually spent (35%).

The Capital Works team continues to be a part of the working group with the Region on the project management workshops and the Asset management team.

Reallocating SHAIIP year two and three projects to be completed in year one funding.

TENANT MOVE OUTS:

Move Outs By Reason

Health	4
Long Term Care Facility	13
Deceased	15
Private Rental	6
Voluntarily Left Under Notice	3
Eviction – Tribunal	10

NRH Transfer	15
Moved to Coop or Non-Profit	0
Bought a House	2
Left Without Notice	1
Other/None Given	14
Cease to Qualify	0
TOTAL	83

In Q2, there were **83 move outs**. Ten involved eviction orders granted under the Ontario Landlord Tenant Board (LTB) – arrears (seven), illegal occupant (one), impaired safety (one), harassment (one). Seven of the evictions were enforced by the Sheriff.

	2017-Q2	2017-Q3	2017-Q4	2018-Q1	2018-Q2
# of move outs	76	75	81	67	83



Q2 (April 1 to June 30, 2018)

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ARREARS:

NRH Housing Operations actively works to reduce rent arrears and saw a decrease in Q2.

	Jun 30, 2017	Sept 30, 2017	Dec 31, 2017	Mar 31, 2018	Jun 30, 2018
Rent charges for the month	\$1,109,091.38	\$1,122,027.00	\$1,150,372.27	\$1,167,751.69	\$1,136,607.00
Accumulated rent arrears	\$43,629.27	\$44,326.67	\$49,045.27	\$48,660.91	\$35,055.56
Arrears %	3.93%	3.95%	4.26%	4.17%	3.08%

INSURANCE:

In Q2, there was one property damage claim expected to exceed the \$25,000 deductible and one statement of claims served.

COMMUNITY RESOURCES AND PARTNERSHIPS:

In Q2, we had partnerships with **45 community agencies** across Niagara. As a result of these partnerships, more than 200 support and enrichment activities were offered to tenants at NRH sites. Each partnership contributes to tenant lives and, in turn, the success of the Public Housing community as a whole:

- In Q2, the Community Resource Unit partnered with both Niagara College and Brock University to bring student placements into Public Housing communities. Each school year, Niagara College's Social Service Work students work with Community Programs Coordinators (CPCs) to assist with low-risk tenants and community development. Many of these placements have been so successful that the students have gone on to employment with NRH.

NRH was also able to join Community Services to host a fourth year Brock University Politics student, who wrote recommendations for community improvement in Manchester and assisted with the Housing and Homeless Action Plan (HHAP). In addition to the benefits to NRH, students were able to get the work experience they need for a well-rounded education and future resumes.

Also during Q2, NRH Community Programs Coordinators (CPCs) offered support to **313 new referrals of tenants in need of assistance**. Of those new referrals, **57% were considered medium-high need**. In particular, there was an increase in the number of tenants needing help with hoarding as well as supports for mental health and cognitive issues.



Q2 (April 1 to June 30, 2018)

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2. Non-Profit Housing Programs

As administrator of social housing for Niagara Region, NRH provides legislative oversight for 62 Non-Profit Housing Programs (non-profit and co-operative). Operational Reviews are conducted to determine the overall health of each.

	2017-Q2	2017-Q3	2017-Q4	2018-Q1	2018-Q2
Healthy	43	42	43	41	41
Routine Monitoring	18	18	18	18	18
Intensive Monitoring	2	2	1	1	1
Pre-PID (Project in Difficulty)	1	1	1	1	1
PID (Project in Difficulty)	1	1	1	1	1
TOTAL	65	64	64	62	62

NRH Housing Programs staff continue to work with Federal Housing Providers as they move toward End of Operating Agreements (EOA).

3. Rent Supplement Program

In Q2, there were **1,324 Rent Supplement/Housing Allowance units** across Niagara. In the Rent Supplement program, tenants pay 30% of their gross monthly income directly to the private landlord and NRH subsidizes the difference up to the market rent for the unit. The Housing Allowance program is a short term program that provides a set allowance to help applicants on the wait list.

	2017-Q2	2017-Q3	2017-Q4	2018-Q1	2018-Q2
Fort Erie	24	26	26	27	28
Grimsby	24	25	26	26	26
Lincoln (Beamsville)	2	2	2	13	12
Niagara Falls	183	200	219	228	229
Niagara-on-the-Lake	--	--	-	-	-
Pelham	26	24	24	23	23
Port Colborne	40	44	47	51	53
St. Catharines	525	567	600	657	700
Thorold	21	24	29	32	37
Welland	181	189	199	202	201
West Lincoln	15	15	14	14	15
TOTAL	1,041	1,116	1,186	1,273	1,324

Variances in the number of Rent Supplement/Housing Allowance units reflects the general management of the program and required take-up/deletion of units due to End of Operating



Q2 (April 1 to June 30, 2018)

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Agreements (EOA), move out of tenants, and/or new units/landlords. Totals will be increasing in the future as some Non-Profit Housing Programs transition into a Rent Supplement agreement upon expiry of their operating agreement. It is unknown which areas will be affected.

4. Affordable Housing Program

NIAGARA RENOVATES PROGRAM:

The Niagara Renovates program provides assistance to low-to-moderate income homeowners for home repairs, accessibility modifications and the creation of secondary suites in single family homes.

Niagara Renovates inspections for 2018-2019 funding are now underway. Inspections include all areas inside and outside of the home to ensure compliance with program guidelines. Issues are identified and a detailed Inspection Report is completed for review before a decision is communicated to the homeowner.

NRH received \$500,000 through the Investment in Affordable Housing - Extension (IAH-E) program for homeowner and secondary suite repairs and \$626,300 for multi-unit repairs, totaling \$1,126,300 for the 2018/2019 period.

HOMEOWNERSHIP PROGRAM – “WELCOME HOME NIAGARA”:

The Homeownership program assists low-to-moderate income rental households to purchase their first home by providing a down payment loan.

In Q2, **nine homeowners** received assistance through Welcome Home Niagara. **One of these was an NRH tenant.**

HOUSING FIRST PROGRAM:

The Housing First program helps people move quickly from homelessness to their own home by providing supports to help difficult to house individuals find and keep housing.

In Q2, **14 individuals/families** were housed through the Housing First program.

	2017- Q2	2017- Q3	2017- Q4	2018- Q1	2018- Q2
# individuals/families housed	15	10	22	17	14
# of Housing First units (at quarter end)	136	131	148	165	170

Since 2012, Housing First has helped 335 individuals/families.



Q2 (April 1 to June 30, 2018)

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RENTAL HOUSING (NEW DEVELOPMENT):

NRH New Development

	Amount	Units
Carlton Street, St. Catharines		
Investment in Affordable Housing-Extension (IAH-E), Year 3	\$5,806,000	45
Investment in Affordable Housing-Extension (IAH-E), Year 4	\$2,888,000	23
Social Infrastructure Fund (SIF), Year 1	\$2,387,817	17
Roach Avenue, Welland		
Social Infrastructure Fund (SIF), Year 3	\$1,200,000	8
TOTAL	\$12,281,817	93

At the end of Q2:

Carlton Street

- Interior – 1st floor, mechanical and electrical rough-in in progress
- Interior – 2nd floor, painting is 90% complete, flooring installation in progress, approximately 40% complete
- Interior – 3rd floor, drywall boarding 10% complete, mechanical and electrical rough in is in process
- Interior 4th floor – units have been drywall boarded
- Interior 5th floor – units have 50% drywall boarded
- Penthouse – mechanical rough in started, electrical rough in in progress
- Exterior – brick work 50% complete
- Overall progress – approximately 60% complete

Roach Avenue

- Received tenders and tender evaluations have been completed
- Demolition Permit has been applied for, forecast start of demolition in September

Additional New Development

Investment in Affordable Housing-Extension (IAH-E), Year 2 funding has been allocated to three non-profit organizations and will result in the creation of 40 units for seniors and mental health consumers in Niagara:

	Amount	Units
Gateway Residences of Niagara, Huron Street, Niagara Falls	\$720,000	9
Thorold Municipal Non-Profit, Ormond Street, Thorold	\$1,228,912	14
Stamford Kiwanis, Barker Street, Niagara Falls	\$1,089,088	17
TOTAL	\$3,038,000	40

At the end of Q2:

- Gateway Residence of Niagara – complete and operational



Q2 (April 1 to June 30, 2018)

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- Thorold Municipal Non-Profit – complete and operational
- Stamford Kiwanis – approximately 60% complete. Construction to resume in the fall of 2018

5. Service Manager Responsibilities

APPEALS:

In Q2, **9 appeals** were heard (six fewer than in 2017-Q2).

- Five related to ongoing RGI eligibility
 - Two for failure to provide information – one upheld, one overturned
 - One overhoused household with illegal occupant was given the option of paying market rent or transferring to a 1-bedroom – upheld, tenant transferred
 - Two related to review of overhoused status
 - Appeal decision for NRH tenant was deferred from January. Appellant was given more time to supply information and heard again June 2018 – upheld.
 - Rent-Supplement tenant was given time to submit outstanding information. Decision overturned. Household not overhoused. Subsidy reinstated.
- Four for decisions made by Housing Access (e.g. requests for urgent status, an additional bedroom, and remaining in modified unit) – two upheld, two overturned

	2017-Q2	2017-Q3	2017-Q4	2018-Q1	2018-Q2
# of appeals	15	15	9	19	9

INVESTMENTS:

See Appendix A – Investment Report

6. Housing Access Centre & Centralized Waiting List

APPLICATION ACTIVITY:

# of Applications Received & Processed	827	# of Eligible Applications	795
# of Special Provincial Priority Status Applications	98	# of Ineligible Applications	32
# of Urgent Status Applications	150	# of Cancelled Applications	278
# of Homeless Status Applications	165	# of Applicants Housed	128

In Q2, **278 households were removed** from the Centralized Waiting List because they were no longer eligible, they found alternate housing or we were unable to make contact.

Q2 (April 1 to June 30, 2018)

CENTRALIZED WAITING LIST:

		2017- Q2	2017- Q3	2017- Q4	2018- Q1	2018- Q2
		# of households				
A	Rent-Geared-to-Income (RGI) waiting list:					
	Niagara resident RGI waiting list	4,226	4,282	4,344	4,287	4,562
	Applicants from outside of Niagara	603	641	657	639	692
TOTAL RGI waiting list:		4,829	4,923	5,001	4,926	5,254
	Housing Allowance: a set allowance to help applicants on the waiting list with affordability in the private market until housed in an RGI unit	344	428	505	569	605
A1	RGI waiting list demographics:					
	Seniors	1,973	2,038	2,061	2,064	2,173
	Adults no dependents	1,614	1,652	1,703	1,630	1,727
	Adults with dependents	1,242	1,233	1,237	1,232	1,354
A2	RGI list further segmented (#'s included in A & A1):					
	SPP – Special Provincial Priority (Ministry Priority): helps victims of violence separate permanently from their abuser	115	114	101	122	129
	URG – Urgent (Local Priority): for applicants with mobility barriers and/or extreme hardship where their current accommodation puts them at extreme risk and/or causes hardship	98	105	99	104	120
	HML – Homeless (Local Priority): provides increased opportunity for placement to homeless households	748	821	832	842	894
	SUP – Supportive/Transitional: provides targeted, provisional services to assist individuals to transition beyond basic needs to more permanent housing	29	26	19	17	17
B	In addition, NRH manages:					
	Overhoused: households who are living in subsidized accommodation with more bedrooms than they are eligible for	133	111	143	152	167
	Transfer: households who are currently living in subsidized accommodation and have requested a transfer to another provider	437	499	513	518	525
TOTAL RGI households on waiting list managed by NRH:		5,399	5,533	5,657	5,596	5,946
C	NRH maintains a waiting list for market rent units (62 Non-Profit Housing Programs):					
	Market: applicants who have applied for a market rent unit in the Non-Profit Housing Programs portfolio	569	592	591	578	597
TOTAL households on waiting list managed by NRH:		5,968	6,125	6,248	6,174	6,543
TOTAL individuals on waiting list managed by NRH:		10,031	10,217	10,449	10,380	11,052

Note: the above chart includes only those who apply to the Centralized Waiting List and does not capture the full number of those in need of affordable housing in Niagara.


Q2 (April 1 to June 30, 2018)

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ESTIMATED WAIT TIMES:

CITY	SENIORS Age 55 and older		SINGLES Age 16-54		HOUSEHOLDS WITH DEPENDENTS			
	Bachelor	1 Bed	Bachelor	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed
	YEARS							
Fort Erie	-	9	2	8.5	2	1	5	-
Grimsby	-	4	-	-	-	-	-	-
Lincoln	-	4.5	-	12	9	8	-	-
Niagara Falls	4	6	-	16	5	3	7	14
Niagara-on-the-Lake	-	6.5	-	-	-	-	-	-
Pelham	-	3.5	-	-	-	-	-	-
Port Colborne	-	4.5	-	13	3	3	3	-
St. Catharines	-	6.5	9	13	3.5	3	9	12
Thorold	-	6.5	-	10	6	8	-	-
Welland	-	5	6	15	5	2.5	7	2
West Lincoln	-	4	-	-	5.5	7	-	-

- no units of this size available in this community

January 2018

Please note:

- wait time information can fluctuate and is an approximation only
- wait times may not reflect the actual time one may wait for affordable housing

Quarterly Report on Cash / Investments / Reserves for Period Ending June 30, 2018

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	This Quarter Balance	Last Quarter Balance	Variance \$	Variance %	Comments
BANK ACCOUNTS					
Current Bank Account: Royal Bank account used for day-to-day operations for the owned units. Also to cash flow various short terms programs funded by Prov and Fed gov't usch as development, homeownership and capital repair programs.	\$9,692,265.71	13,487,684.91	(3,795,419.20)	-28.14%	Since the February 2016 transition to PeopleSoft, day-to-day accounts payable transactions are paid by the Region through PeopleSoft. Balance changes reflect the transfer of funds to the Niagara Region.
Investment Bank Account: Used to hold funds "In Trust" for designated Housing Providers for capital work.					Interest earned at a rate of RBC Prime minus 1.70% on balances in bank and investment accounts.
A CMHA: Reserves held for CMHA Units.	4,592.36	4,592.36	-	0.00%	
B Ganawageh Capital Fund:	97,971.49	97,971.49	-	0.00%	
C Due (From) Current Account	273,939.50	272,283.64	1,655.86	0.61%	
Total Investment Bank Accounts	376,503.35	374,847.49	1,655.86	0.44%	

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Quarterly Report on Cash / Investments / Reserves for Period Ending June 30, 2018

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Sept. 21, 2018

	This Quarter Balance	Last Quarter Balance	Variance \$	Variance %	Comments
INVESTMENT VEHICLES - FUND ACCOUNTING					
Various investment vehicles are used to protect and optimize the cash that is held for specified purposes. Investments are both short-term and long-term in nature. These funds are intended to ensure continued growth without capital erosion by inflation.					
Current Instruments:	2 Year GIC, \$521,565; due date is 05/16/2019; interest rate of 1.26% to 1.63%				
RBC Investment Savings = \$4,405,379.12	2 Year GIC, \$802,567; due date is 08/17/2018; interest rate of 1.45% to 1.65%				
	1 Year GIC, \$497,000; due date is 08/15/2017; interest rate of 1.65% to 1.71%. These were renewed on 08/15/2017 at an interest rate of 1.45% to 2.25%; due date is 08/15/2019				
1 PASS THROUGH FEDERAL/PROVINCIAL PROGRAM FUNDING					
A AHP - New Development	65,375.90	65,375.90	-	0.00%	
2 ADMINISTRATION FUNDING					
B Affordable Housing Prog & Housing Allowance Prog	-	-	-	0.00%	
C IAH - Admin Fee	(32,048.08)	21,135.86	(53,183.94)	-251.63%	
3 RECONCILIATION					
D Due (From)Current Account	6,232,416.58	6,158,777.14	73,639.44	1.20%	Due to current account
Total	6,265,744.40	6,245,288.90	20,455.50	0.33%	

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Quarterly Report on Reserves for Period Ending June 30, 2018

NRH 12-2018

Description	Balances at December 31, 2017	Quarter 1 Net Transfers from (to) Operating	Quarter 1 Capital Transfers	Balances at June 30, 2018	Net Transfers Forecast from (to) Operating*	Capital Commitments *	Forecasted Balance at December 31, 2018
NRH Owned Units Public/Local Housing Corp:	\$ 4,327,035	\$ 194,892	\$ (609,279)	\$ 3,912,648	\$ 194,892	\$ -	4,107,540
Niagara Regional Housing:							
Emergency Capital Funding for Housing Providers	1,924,871			1,924,871			1,924,871
Title Normalization for NRH Owned Units	712,381			712,381			712,381
New Initiatives, other social housing purposes and any new deposits are added to this category	4,513,047	-	(1,110,000)	3,403,047	-	-	3,403,047
Total NRH Capital Reserves	\$ 11,477,334	\$ 194,892	\$ (1,719,279)	\$ 9,952,947	\$ 194,892	\$ -	10,147,839
NRH Rent Supplement:	\$ 302,301	\$ (12,000)		290,301	(12,000)		278,301
Total NRH Stabilization Reserves	\$ 302,301	\$ (12,000)	\$ -	\$ 290,301	\$ (12,000)	\$ -	278,301
NRH Employee Future Benefits:	\$ 792,733	\$ -	\$ -	792,733	-	-	792,733
Total Future Liability Reserves	\$ 792,733	\$ -	\$ -	\$ 792,733	\$ -	\$ -	792,733
Total	\$ 12,572,368	\$ 182,892	\$ (1,719,279)	\$ 11,035,981	\$ 182,892	\$ -	11,218,873

* 2018 Budget amounts

Interest no longer applied by approval of Regional Council (CSD 02-2013).

NRH Owned Units Public/Local Housing Corp:
This reserve was set-up by the Board of Directors as a Reserve Fund in September 2004 for capital expenses related to the NRH owned units.

NRH Rent Supplement:
This fund was set-up by the Board of Directors in December 2008 (year end) for a new Rent Supplement program. This Rent Supplement program is budgeted annually and withdrawal from the Reserve matches that year's expenditures.

NRH Employee Future Benefits:
This fund was set-up by the Board of Directors in 2011 to fund Employee Future Benefits. (retiree benefits, sick leave, vacation. etc.).



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A	<p>AFFORDABLE HOUSING RENTS: Rents are established at 80% market of Canada Mortgage and Housing Corporation (CMHC) Average Market Rent, with no ongoing rental subsidy.</p> <p>APPEALS: Social Housing tenants/members can request reviews of decisions related to applicant eligibility, priority status, transfer requests, overhoused status, ongoing Rent-Geared-to-Income (RGI) eligibility and rent calculation issues. The NRH Appeal Committee makes decisions on appeals from applicants and tenants in Public Housing, Social Housing (where they have not established an Appeal Committee) and Rent Supplement units. All appeal decisions are final, per legislation.</p> <p>ARREARS: To assist with arrears collection, tenants/members are provided the option of entering into a repayment agreement but are still expected to pay full rent on time.</p>
B	
C	<p>CAPITAL PROGRAM: Is responsible for maintaining the Public Housing (NRH-owned) asset and planning for future sustainability, as well as issuing tenders for service contracts.</p> <p>CENTRALIZED WAITING LIST: Is comprised of almost 200 subsidiary lists of Public Housing, Social Housing and private units through the Rent Supplement program. It is maintained on a modified chronological basis (i.e. in order to ensure that applicants are treated fairly, units are offered based on the date of application). The needs of particularly at-risk populations are addressed through Priority Status groups that are offered units before other applicants on the Centralized Waiting List:</p> <ul style="list-style-type: none"> • Special Provincial Priority (SPP) Status • Urgent Status • Homeless Status <p>The <i>Housing Services Act, 2011</i> (HSA) requires that the Centralized Waiting List is reviewed on a regular basis. Applicants are asked to confirm their continued interest and to update information annually (# of household members, total household income) so that NRH can verify ongoing eligibility for housing subsidy. If a household is no longer interested or is deemed ineligible the application is cancelled and removed from the list.</p> <p>The Centralized Waiting List includes various types of households (i.e. families, seniors and singles/adults without dependents) from both within and outside Niagara, the priority groups mentioned above, RGI and Market applicants and existing tenants who are overhoused (have more bedrooms than they need).</p> <p>COMMUNITY PROGRAMS: NRH's community partners offer events, presentations, activities and programs to help mitigate the effects of poverty by building community pride, offering life skills training and enhancing the lives of the tenants. While NRH does not deliver these services directly to tenants, NRH's Community Resource Unit facilitates partnerships by identifying evolving community and tenant needs, connecting with appropriate programs and supporting their ongoing success.</p>
D	

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E	<p>END OF OPERATING AGREEMENTS (EAO): EOA refers to the expiry of federally signed operating agreements. NRH is working with these providers to find innovative solutions to maintain the existing number of social housing units in Niagara and protect existing tenants/members from losing subsidy.</p> <p>END OF MORTGAGE (EOM): Federal/provincial and provincial housing providers (non-profits and co-ops) legislated under the Housing Services Act (HSA) do not have operating agreements that expire when the mortgage matures. The relationship between service manager and housing provider continues with the housing provider still obliged to follow the HSA. The obligation of service manager to pay a mortgage subsidy ends.</p> <p>EVICTION PREVENTION/SUPPORT: Supports to help NRH tenants stay in their homes through identification of tenant needs and connection with supports and services (ex. Mental health issues, cognitive decline, addiction, family breakdown etc).</p>
F	
G	
	<p>HOMEOWNERSHIP PROGRAM – “WELCOME HOME NIAGARA”: The Homeownership program assists low-to-moderate income rental households to purchase their first home by providing a down payment loan. The loan is forgivable after 20 years if the household remains in the home.</p> <p>HOUSING AND HOMELESSNESS ACTION PLAN (HHAP): Niagara’s 10-year Community Action Plan to help everyone in Niagara have a home.</p> <p>HOUSING ACCESS CENTRE: Housing Access is the gateway to affordable housing in Niagara. All applications for housing are processed through the Housing Access Centre including initial and ongoing eligibility assessment as well as management of the Centralized Waiting List. Options include accommodation with Non-profit and Co-operative housing providers (Social Housing), NRH owned units (Public Housing and two mixed income communities), or for-profit/private landlord owned buildings (Rent Supplement/Housing Allowance).</p> <p>HOUSING ALLOWANCE PROGRAM: A variation of the Rent Supplement program that provides a set allowance of up to \$300 per month to private landlords to assist applicants who are on the Centralized Waiting List.</p> <p>HOUSING FIRST: Helps people move quickly from homelessness to their own home by providing supports to help difficult to house individuals find and keep housing. NRH partners with Niagara Region Community Services and community agencies to provide rent supplement to landlords while agency staff provide a range of personalized supports to encourage successful tenancies and, if the tenant chooses, address personal challenges.</p>
I	<p>INVESTMENT IN AFFORDABLE HOUSING PROGRAM – EXTENSION (IAH-E): Provincial and federally funded program designed to improve access to affordable housing that is safe and suitable, while assisting local economies through job creation generated by new development and home repairs/modifications, including:</p> <ul style="list-style-type: none"> • Niagara Renovates • Homeownership (Welcome Home Niagara) • Rent Supplement/Housing Allowance • Rental Housing (New Development)

Quarterly Report Reference Sheet

J	
K	
L	LOCAL HOUSING CORPORATION (LHC): Also called "Public Housing", LHC refers to the communities that Niagara Regional Housing owns and manages.
M	
N	<p>NIAGARA RENOVATES PROGRAM: Provides assistance to low-to-moderate income homeowners for home repairs, accessibility modifications and the creation of secondary suites in single family homes. Assistance is provided in the form of a forgivable loan, written off over a 10-year period, as long as the homeowner continues to live in the home.</p> <p>NON PROFIT HOUSING PROGRAMS (FORMERLY "SOCIAL HOUSING"): Includes Non-Profit and Cooperative Housing Providers, who own and manage their own housing communities and have their own independent Boards. NRH provides legislative oversight to ensure they are in compliance with the <i>Housing Services Act (HSA)</i>. Generally, 25% of these units are designated as market rent units. The remaining 75% of units are offered to households on the Centralized Waiting List that pay RGI.</p>
O	OPERATIONAL REVIEWS: In order to ensure that non-profit housing providers are in compliance with legislation and local policies, NRH investigates overall health by analyzing many factors including finances, vacancy losses, governance issues, condition of buildings etc. NRH then works with them to bring them into compliance and provide recommendations on best business practices.
P	PORTABLE HOUSING ALLOWANCE: Direct financial assistance given to the household (tenant) on the Centralized Waiting List; not tied to a housing unit.
	<p>PRIORITY STATUS GROUPS: Priority Status groups are offered units before other applicants on the Centralized Waiting List:</p> <ul style="list-style-type: none"> • Special Provincial Priority (SPP) Status is the only legislated priority and is intended to help victims of violence separate permanently from their abuser • Urgent Status is intended for applicants with (1) Mobility Barriers (i.e. physical limitations that require barrier-free units) and/or (2) Extreme Hardship (i.e. where the applicants' current accommodations puts them at extreme risk and/or causes hardship and relocation would reduce the risks and/or alleviate the hardship) • Homeless Status provides an increased opportunity (1 in 10 households housed from Centralized Waiting List) for placement to households that are homeless
	PUBLIC HOUSING (ALSO CALLED "LOCAL HOUSING CORPORATION"): NRH owns and manages 2,660 units of Public Housing stock in 9 of the 12 Niagara municipalities. Tenants pay 30% of their income for rent. <i>*Note: NRH owns and manages an additional 91 units that have affordable (80% market) and market rents.</i>
Q	
R	RENT SUPPLEMENT PROGRAM: Tenants pay 30% of their gross monthly income directly to the private landlord and NRH subsidizes the difference up to the agreed

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	market rent for the unit. <i>*See also Housing Allowance Program and Housing First Project.</i>
S	SERVICE MANAGER: As administrator for affordable housing on behalf of Niagara Region, NRH's main responsibilities include: administering Rent Supplement Programs, oversight of Non-Profit and Cooperative Housing Providers, determining RGI eligibility, maintaining Centralized Waiting List, establishing Local Policies etc.
	SOCIAL HOUSING (FORMERLY "AFFORDABLE HOUSING"): All NRH programs and services, including Public Housing (NRH-owned), Non-Profit Housing Programs, the Rent Supplement Program and the Affordable Housing Program
T	
U	
V	
W	WELCOME HOME NIAGARA: Assists low-to-moderate income rental households to purchase their first home by providing a down payment loan. The loan is forgivable after 20 years if the household remains in the home.
X	
Y	
Z	

Administration

Office of the Regional Clerk

1815 Sir Isaac Brock Way, PO Box 1042, Thorold, ON L2V 4T7

Telephone: 905-980-6000 Toll-free: 1-800-263-7215 Fax: 905-687-4977

www.niagararegion.ca

October 10, 2018

Council Session, October 4, 2018

Linking Niagara Transit Committee Session, September 12, 2018

LOCAL AREA MUNICIPALITIES**SENT ELECTRONICALLY**

**RE: Universal Support Person Pass
Inter-Municipal Transit Service Implementation Strategy, and
Inter-Municipal Transit Financial Impact Analysis
Minute Item 10.2.5, CL 63-2016, October 4, 2018**

Regional Council at its meeting held on October 4, 2018, passed the following recommendations of its Linking Niagara Transit Committee:

That Report LNTC-C 20-2018, dated July 25, 2018, respecting Universal Support Person Pass, **BE RECEIVED** and the following recommendations **BE APPROVED**:

1. That Committee **ENDORSE** the Universal Support Person Pass, outlined in Appendices 1 and 2 of Report LNTC-C 20-2018;
2. That Report LNTC-C 20-2018 **BE CIRCULATED** to the Local Area Municipalities; and,
3. That the Local Area Municipalities that currently operate transit services - City of Niagara Falls, City of Welland, St. Catharines Transit Commission, Town of Fort Erie, City of Port Colborne, Town of Pelham, Town of Niagara-on-the-Lake, Town of Lincoln and City of Thorold – **BE REQUESTED** to take necessary steps toward implementation of the Universal Support Person Pass, as outlined in Appendices 1 and 2 of Report LNTC-C 20-2018.

That Report LNTC-C 21-2018, dated September 12, 2018, respecting Inter-Municipal Transit (IMT) Service Implementation Strategy and Report LNTC-C 22-2018, dated September 12, 2018, respecting Inter-Municipal Transit Financial Impact Analysis, **BE RECEIVED** and the following recommendations **BE APPROVED**:

1. That this report **BE REVIEWED** in conjunction with the Inter-Municipal Transit (IMT) Financial Impact Analysis (LNTC-C 22-2018) and the IMT Capital Plan 2019 (LNTC-C 23-2018);
2. That the IMT Service Implementation Strategy outlined in this report **BE ENDORSED**;
3. That the framework outlined in Appendix 1 of Report LNTC-C 21-2018 **BE ENDORSED** for the development of a business case relating to the governance of transit services in Niagara;
4. That, together with LNTC-C 22-2018 and LNTC-C 23-2018, Report LNTC-C 21-2018 **BE RECOMMENDED** through Public Works Committee to the Budget Review Committee for 2019 Budget deliberations; and,
5. That Report LNTC-C 21-2018 **BE DISTRIBUTED** to Local Area Municipalities for their information;
6. That Report LNTC-C 22-2018 **BE REVIEWED** in conjunction with the Inter-Municipal Transit (IMT) Service Implementation Strategy (LNTC-C 21-2018) and the IMT Capital Plan 2019 (LNTC-C 23-2018);
7. That staff **BE DIRECTED** to continue working with Local Transit operators to measure future financial impacts resulting from the implementation of the 2019 Inter-Municipal Transit Service Plan; and
8. That Report LNTC-C 22-2018 **BE DISTRIBUTED** to the local area municipalities for their information.
9. That Niagara Region **CONSIDER** funding the cost of the Pelham, Port Colborne and Fort Erie feeder routes effective January 1, 2019.

A copy of reports LNTC-C 20-2018, LNTC-C 21-2018, LNTC-C 22-2018 and LNTC-C 23-2018 are enclosed for your reference

Yours truly,



Ann-Marie Norio
Regional Clerk

CLK-C 2018-124
:MT

cc: M. Robinson, Director, GO Implementation Office, Niagara Region
R. Tripp, Commissioner, Public Works, Niagara Region

Subject: Universal Support Person Pass

Report to: Linking Niagara Transit Committee

Report date: Wednesday, July 25, 2018

Recommendations

1. That Committee **ENDORSE** the Universal Support Person Pass outlined in Appendices 1 and 2 of this report.
2. That Report LNTC-C 20-2018 **BE CIRCULATED** to the Local Area Municipalities; and
3. That the Local Area Municipalities that currently operate transit services - City of Niagara Falls, City of Welland, St. Catharines Transit Commission, Town of Fort Erie, City of Port Colborne, Town of Pelham, Town of Niagara-on-the-Lake, Town of Lincoln and City of Thorold – **BE REQUESTED** to take necessary steps toward implementation of the Universal Support Person Pass as outlined in appendices 1 and 2 of Report LNTC-C 20-2018.

Key Facts

- *Accessibility for Ontarians with Disabilities Act (AODA), 2005 – O. Reg. 429/07* section 4 requires valid, fare paying customers with a disability be able to travel accompanied by a support person (if required) for communication, mobility, personal care or medical needs while travelling on public transit.
- The *Niagara Transit Service Delivery and Governance Strategy, 2017* (Dillon Report) supports the need for a seamless customer experience when travelling in different municipal transit systems in Niagara.
- The Universal Support Person Pass (USPP) herein has been developed and endorsed for implementation by the Inter-Municipal Transit Working Group.
- Pending approval, the Universal Support Person Pass will roll-out to existing specialized transit customers beginning in September, 2018 with full implementation for conventional transit effective January 1, 2019.

Financial Considerations

Implementation of the Universal Support Person Pass requires a one-time capital expenditure of approximately \$3,500 to facilitate the purchase of the card printing technology which can be accommodated within the existing budget. The staff time required to process applications can be accommodated with the current staff complement.

Analysis

In compliance with the AODA (2005), any individuals with a disability requiring an accompanying support person to travel on public transit will be eligible to apply for the Universal Support Person Pass. This legislative compliance also requires that the pass be recognized by all transit systems across Ontario.

This initiative is another example of the Inter-Municipal Working Group's (IMTWG) customer facing improvements to enhance the rider experience, create further integration among Niagara's transit systems and create a seamless, harmonized policy.

Appendix 1 contains the USPP application which requires the applicant be assessed by a medical professional consistent with those recognized by the AODA. Approved applicants will receive the Pass which they will present to transit drivers with their full fare at the point of boarding the bus, enabling their support person to travel with them at no additional charge.

Beginning in September 2018 each Niagara transit provider offering specialized transit service will contact their customers who have already been identified as requiring a support person. These clients will be given the option to receive a Universal Support Person Pass and will need to authorize the current transit provider share their personal information with Niagara Region for the express purpose of processing and issuing the Pass. Niagara Region will be responsible for maintaining the Universal Support Person Pass database and issuing the Passes.

The validity of the card will extend for two years, in keeping with the interim branding of Moving Transit Forward.

Throughout the fall of 2018 a communications plan will be put in place to inform the public and client group of the roll-out for the Universal Support Person Pass for conventional transit, effective January 2019.

Pending Committee's endorsement, the Universal Support Person Pass report will be circulated for adoption by each municipality offering transit service.

Alternatives Reviewed

The IMTWG considered whether each municipality should independently maintain their own client list and issue passes. This alternative was not recommended in keeping with the principles of the MOU for a streamlined and customer-centric approach.

Relationship to Council Strategic Priorities

The enabling actions outlined in this report, supported by leadership of the LNTC and the work of the IMTWG will advance the Council Strategic Priority to "...support municipalities in developing a long-term solution for inter-municipal transit".

Other Pertinent Reports

LNTC-C 4-2018

Prepared by:

Leah Tracey
Project Coordinator
GO Implementation Office

Recommended by:

Ron Tripp, P.Eng.
Commissioner
Public Works Department

Submitted by:

Carmelo D'Angelo, BSc, MPA
Chief Administrative Officer

This report was prepared in collaboration with the IMTWG in consultation with Matt Robinson, Director - GO Implementation Office; Rob Salewytch, Transit Planning Coordinator – GO Implementation Office; Steve Murphy, Policy and Sustainability Analyst – Niagara Region; Sterling Wood, Legal Counsel – Niagara Region

Appendices

Appendix 1	Universal Support Person Pass Application	4-8
Appendix 2	Universal Support Person Pass	9

Niagara Region Transit**APPLICATION FOR SUPPORT PERSON PASS, CONVENTIONAL TRANSIT**

You may be eligible for a Support Person Pass if you are unable to travel independently and require assistance on conventional transit.

Please note that all conventional transit is fully accessible for those with mobility, visual, cognitive or other disabilities.

In order to be eligible to have a support person accompany you free of charge on any conventional transit service, you are required to:

- complete Part "A" of this application
- have your health care provider complete Part "B" of this application – a listing of approved professionals is found on the last page of this application package

If approved, a Support Person Pass will be issued to you which enables you to travel with one passenger of your choice at no additional charge. Please note that you will be required to present your Support Person Pass at the time of boarding in order to receive this benefit.

Submit Part "A" and "B" of this application to:

In Person	Niagara Region	By Fax	905-685-0013
By Mail	Transportation Services 1815 Sir Isaac Brock Way P.O. Box 1042 Thorold, ON L2V 4T7	By-email	transit@niagararegion.ca

Please note the following excerpt taken from the *Integrated Accessibility Standards (IASR) Act., Regulation 191-11*

38.(1) No conventional transportation service provider and no specialized transportation service provider shall charge a fare to a support person who is accompanying a person with a disability, where the person has a need for a support person.

(2) It is the responsibility of a person with a disability to demonstrate to a transportation service provider described in subsection (1) their need for a support person to accompany them on the conventional or specialized transportation service and to ensure that the appropriate designate for a support person is in place.

For questions please contact:

905—980-6000, ext. 3550 or 1-888-263-7215, ext.3550

PART "A" Support Person Pass Application Form – Personal Information
Section 1.

PERSONAL INFORMATION			
_____	_____	Date of Birth: ____/____/____	
(last name)	(first name)	(mo)	(day) (year)
_____	_____	_____	_____
(street address)	(street name)	(postal code)	(name of residence: if applicable)
_____	_____	_____	_____
(day time phone)	(evening phone)	(mobile or TTY phone)	(e-mail)

I hereby certify to the best of my knowledge that the information given in this application is correct. By signing below, I hereby authorize the Regional Municipality of Niagara or their agents to use this application to determine my eligibility by reviewing the information contained herein. I further authorize the Health Care Professional who signed Part "B" of this application to release any information to the Regional Municipality of Niagara or their agents for purposes of determining eligibility. In addition, I certify that my consent is freely given to the Regional Municipality of Niagara or their agents to share the information contained within this application with other transit service providers for the purpose of providing this service.

By signing below, I am aware that my continued eligibility may be re-assessed from time to time by the Regional Municipality of Niagara or their agents.

Signature of applicant

Date:

Signature of Guardian or Power of Attorney (proof may be required)
(if required)

Date:

Name (please print) of Guardian or Power of Attorney

Address of Guardian or Power of Attorney

PART "A" Support Person Application Form

Section 2.

1. How does your disability prevent you from accessing conventional transit services independently?

2. Please describe the type of assistance your support person will provide during your transit trip.

DRAFT

OFFICE USE ONLY		
Review Date: _____	(mm – dd-yyyy)	
<input type="checkbox"/> Approved	<input type="checkbox"/> Permanent	<input type="checkbox"/> Temporary: Until _____

PART "B" Support Person Application Form – Medical Information TO BE COMPLETED BY A HEALTH CARE PROFESSIONAL

To the Health Care Professional:

You are being asked by the applicant named in either Part A of this application to provide information regarding their ability to make use of one of the following transit options:

Part A Support Person Card Identification – if approved, this allows the transit user to have a support person ride free with them on any conventional transportation. (Conventional transit is also fully accessible with low floor service, wheelchair or scooter access and other disabilities)

Please review Part "A" of this application to understand the intent of the applicant.

An applicant's eligibility for a Support Person Card is directly dependent on their inability to use conventional, accessible transportation independently. It does not necessarily depend on medical problems such as cardiovascular diseases, pulmonary disease or old age, but they may be taken into consideration as additional factors. In addition, a lack of local conventional transit does not constitute eligibility for specialized transit services.

Please note that all conventional transit is fully accessible for those with mobility, visual, cognitive or other disabilities.

Please complete the following:

_____ Date: _____ / _____ / _____
 (applicant's last name) (applicant's first name) (mo) (day) (year)

1. In your professional opinion does the applicant have a disability that requires them to have a support person in order to use conventional, accessible transit? (i.e., they are not able to self-direct their own care while on board the vehicle)

yes

no

2. If this is a temporary condition, please advise of an approximate date that the applicant could begin to independently use conventional accessible transit.

Date: _____ / _____ / _____
 (mo) (day) (year)

I have read Part A in it's entirety

Name of Health Care Professional: _____

Address: _____ Telephone: _____

To the Health Care Professional completing this form, please note if you are a Member of:

- | | |
|--|---|
| <input type="checkbox"/> The College of Physiotherapists of Ontario. | <input type="checkbox"/> The College of Chiropractors of Ontario. |
| <input type="checkbox"/> The College of Physicians and Surgeons of Ontario | <input type="checkbox"/> The College of Optometrists of Ontario. |
| <input type="checkbox"/> The College of Occupational Therapists of Ontario | <input type="checkbox"/> The College of Nurses of Ontario |
| <input type="checkbox"/> The College of Audiologists and Speech-Language Pathologists of Ontario. | <input type="checkbox"/> The College of Psychologists of Ontario |
| <input type="checkbox"/> The College of Registered Psychotherapists and Registered Mental Health Therapists of Ontario | |

(please print title and name)

(signature)

Applications are to be submitted to:

In Person	Niagara Region	By Fax	905-685-0013
By Mail	Transportation Services 1815 Sir Isaac Brock Way P.O. Box 1042 Thorold, ON L2V 4T7	By-email	transit@niagararegion.ca



This pass can only be used by a person who, because of disability, requires a support person for assistance as certified by a regulated healthcare professional.

The fare paying pass holder can be accompanied by one support person at no additional cost when using any conventional and/or specialized transit services in any Ontario.

This card is not transferrable and must be surrendered for inspection upon request of the driver. When using, pass holders may be required to provide proof of identity.

Niagara  Region

Subject: Inter-Municipal Transit (IMT) Service Implementation Strategy

Report to: Linking Niagara Transit Committee

Report date: Wednesday, September 12, 2018

Recommendations

1. That this report **BE RECEIVED** for information and reviewed in conjunction with the Inter-Municipal Transit (IMT) Financial Impact Analysis (LNTC-C 22-2018) and the IMT Capital Plan 2019 (LNTC-C 23-2018);
2. That the IMT Service Implementation Strategy outlined in this report **BE ENDORSED**;
3. That the framework outlined in Appendix 1 **BE ENDORSED** for the development of a business case relating to the governance of transit services in Niagara;
4. That together with LNTC-C 22-2018 and LNTC-C 23-2018, this report **BE RECOMMENDED** through Public Works Committee to the Budget Review Committee for 2019 Budget deliberations;
5. That this report **BE DISTRIBUTED** to Local Area Municipalities for their information.

Key Facts

- The purpose of this report is to propose an accelerated IMT Service Implementation Strategy for service enhancements which are based in part, on recommendations outlined in the Dillon Report¹.
- The proposed IMT Service Implementation Strategy consists of three phases, undertaken in tandem with ongoing information gathering for transit services governance discussions:

Phase 1 (September 2018): Optimization of existing IMT services, plus Wave 1 customer service improvements.

Phase 2 (Fall/ Winter 2019/2020): Increased IMT service to 30 minute frequency plus new Link service into West Niagara and Pelham, transferred ownership/operations of Port Colborne and Fort Erie Link service, expanded Sunday /Holiday service, and Wave 2 of customer service improvements.

¹ Niagara Transit Service Delivery and Governance Strategy, January 2017

Phase 3 (Fall 2020): Strategic long-term service planning and major capital investment decisions driven by transit governance structure.

- Detailed financial impacts and capital requirements related to the proposed IMT Service Implementation Strategy are outlined in reports LNTC-C 22-2018 and LNTC-C 23-2018.
- The proposed IMT service enhancements are required independently from the implementation of a new transit governance structure; however, the accelerated timeline demonstrates Niagara Region's commitment towards IMT and will streamline any potential transition resulting from the future governance decision.
- The accelerated timeline correlates with Niagara's desire for an accelerated implementation of daily GO Rail Service, as it is critical for the Region to establish a fully operational IMT service in advance of daily GO Rail Service arrival to Niagara in or before 2021.

Financial Considerations

The detailed five year financial impact forecast associated with the proposed IMT Service Implementation Strategy (outlined in Appendix 1) is provided in report LNTC-C 22-2018. The summarized capital and operating expenditures for Niagara Region Transit (NRT) are presented in Table 1 below. A full description of Phase 1 and Phase 2 service changes are described in the "Analysis" section of this report and outlined in Appendix 2.

Table 1: Financial Outlook from proposed NRT Service Plan

	2017	2018	2019	2020	2021	2022
	Base Service	Phase 1 (Sep 2018)	Phase 2 (Sep 2019)	Continue Phase 2	New Base Service	
Service hours	41,000	48,000	89,000	149,000	151,000	151,000
Existing Fleet / Replacements	11			2	7	7
Incremental Fleet Requirements		+6	+14			
Total Fleet	11	17	31	31	31	31
Capital Cost		\$3,275,000	\$13,900,000	\$ 1,500,000	\$ 5,000,000	\$ 5,000,000
Net Operating Cost	\$2,687,778	\$3,121,086	\$ 8,326,780	\$13,631,299	\$13,918,019	\$14,282,263
Vce. (Year over Year)		\$ 433,308	\$ 5,205,694	\$ 5,304,519	\$ 286,719	\$ 364,245
Incremental Impact (Chg over 2017 Base)		\$ 433,308	\$ 5,639,002	\$10,943,521	\$11,230,240	\$11,594,485

Capital Impacts

In addition to the 11 buses currently owned by the Region, the proposed IMT Service Implementation Strategy requires 6 additional buses in 2018 and another 14 buses in

2019, bringing the NRT fleet to 31 buses by 2020. The delivery of September 2018 NRT service levels requires substantial use of fleet owned by the local transit operators. By eliminating this reliance, the local operators will be better positioned to meet local pressures for planned local service expansions without incremental capital expenditures as a result of deploying local buses for NRT routes. Table 2 below illustrates changes to the local fleet as a result of the IMT service improvements, accompanied by the anticipated changeover year.

Table 2: Local Transit Bus Redeployment from NRT Routes

	Local Operator	# Buses	Supplied By	Change Over Date
Post Secondary Routes				
NFT - Route 21	NFT/ SCT/ WT	3 to 4	NFT/ SCT/ WT	Sep-19
SCT - Route 26	SCT	2	SCT	Sep-19
SCT - Route 27	SCT	1	SCT	Sep-18
WT - Brock Link	WT	1	WT	Sep-19
WT - NOTL Link	WT	1	WT	Sep-19
Feeder Routes				
Port Colborne Link	WT	1	WT	Sep-19
Fort Erie Link	NFT	1	NFT	Sep-19

Operating Budget Impacts

The proposed IMT Service Implementation Strategy requires \$13.9M in annual net operating expenses once all service enhancements are implemented (the detailed annual net operating impact is provided in LNTC-C 22-2018). Phase 1 service enhancements, which impact the Q4-2018 budget, have been managed in-year through post-secondary student contract negotiations. However, the annualized cost impact for the 2018 and 2019 service enhancements create additional budgetary pressures until 2021 which will require special funding considerations. The estimated annual net operating budget stabilizes in 2021 when annual service hours reach full implementation at 151,000 hours. The primary operating impact is driven by annual service hours increasing from the current base of 41,000 hours; however, additional cost drivers include:

- Marketing, promotion, and signage
- Intelligent Transportation Systems (ITS)
- Staffing requirements due to increased service hours – 2 FTE

To date, local transit partners have operated post-secondary student routes on a cost recovery basis. The proposed Phase 1 and Phase 2 service enhancements will shift ridership which in turn impacts revenue and Provincial Gas Tax (PGT) funding. A full financial impact analysis is outlined in report LNTC-C 22-2018.

Analysis

A. IMT Service Enhancement and Governance Strategy

The LNTC-approved workplan (LNTC 1-2018) outlines a number of initiatives and studies to improve transit services in Niagara, including continuous information gathering to aid the governance structure decision. All initiatives and studies must be carried out while achieving the following objectives:

- Adhering to the agreed upon guiding principles of customer focused service delivery
- Integrating with local transit services and ensuring that service delivery is not adversely impacted
- Respecting fiscal responsibility to improve economic development opportunities across the Region

These objectives can be achieved through the proposed IMT Service Implementation Strategy in Appendix 1. Phase 1 and Phase 2 service enhancements are identified in Table 3, while Phase 3 service enhancements are outlined in Table 4 below.

Table 3: IMT Service Enhancements (Phase 1 and Phase 2)

Phasing	Accelerated Timelines	Enhancements / Improvements
Phase 1	Sept. 2018	<ul style="list-style-type: none"> • Optimization (rationalization) of the post-secondary IMT routes with NRT Routes <ul style="list-style-type: none"> ○ NRT 60/65 and 70/75 SCT 27 NFT 21 • Customer Service improvements – Wave 1 <ul style="list-style-type: none"> ○ Trip Planner/ Transit App/ Uniform Customer Service Policies/ Consolidated after hour call handling ○ Branding strategy and communications approach • Information gathering for the next phases <ul style="list-style-type: none"> ○ Provincial Gas Tax Impact Analysis ○ Specialized Transit Study
Phase 2	Sept. 2019 / Jan. 2020	<ul style="list-style-type: none"> • Merging of all remaining post-secondary student IMT routes with NRT routes (completion of rationalization process) <ul style="list-style-type: none"> ○ NRT 40/45 WT Brock and NOTL links SCT 26 • NRT Service Enhancements: <ul style="list-style-type: none"> ○ Half-hour frequency on mainline high volume routes, with peak period 20 minute frequency ○ extended service hours on the existing feeder routes ○ new IMT service to West Niagara (Pilot) ○ new feeder links (Pilot) • In/off corridor short-term improvements • Customer Service improvements – Wave 2 <ul style="list-style-type: none"> ○ Consolidated transit map ○ One customer call centre ○ Uniform fare policies

Phasing	Accelerated Timelines	Enhancements / Improvements
		<ul style="list-style-type: none"> ○ Short-term technology improvements - fare collection ● Information gathering for next Phase (all municipal transit systems in Niagara) <ul style="list-style-type: none"> ○ Transit assets and inventory study ○ Transit human resources study ○ Three/ five year detailed transit service plan & financial assessment study ○ Bus Rapid Transit (BRT) hubs location study ○ Transit governance alternatives – Business Case
	Fall 2019 / Fall 2020	<ul style="list-style-type: none"> ● Transit Governance Decision ● New Transit Structure Set-up

Depending on the service enhancements, timing and completion of the necessary studies during Phase 2, some of the items identified in Phase 3 could be initiated earlier.

Table 4: Local and IMT Long-Term Service Enhancements (Phase 3)

Phasing	Accelerated Timelines	Enhancements / Improvements
Phase 3	Post-governance decision (Sept. 2020, background work to be carried out during Phase 1 and Phase 2)	<ul style="list-style-type: none"> ● Decision by new transit governing body on long-term plans and capital investments <ul style="list-style-type: none"> ○ 10-year transit strategic plan ○ Farebox integration ○ Intelligent Transportation Systems upgrades ○ Transit Maintenance Garage(s) and Operations Centre ○ Transit Hubs improvements ○ Other transit infrastructure-related upgrades for accessibility, and in-corridor and off corridor works ● Customer Service Improvements – Wave 3 <ul style="list-style-type: none"> ○ Fully integrated and Presto compliant fare collection system ○ Mobility management – first mile and last mile solutions

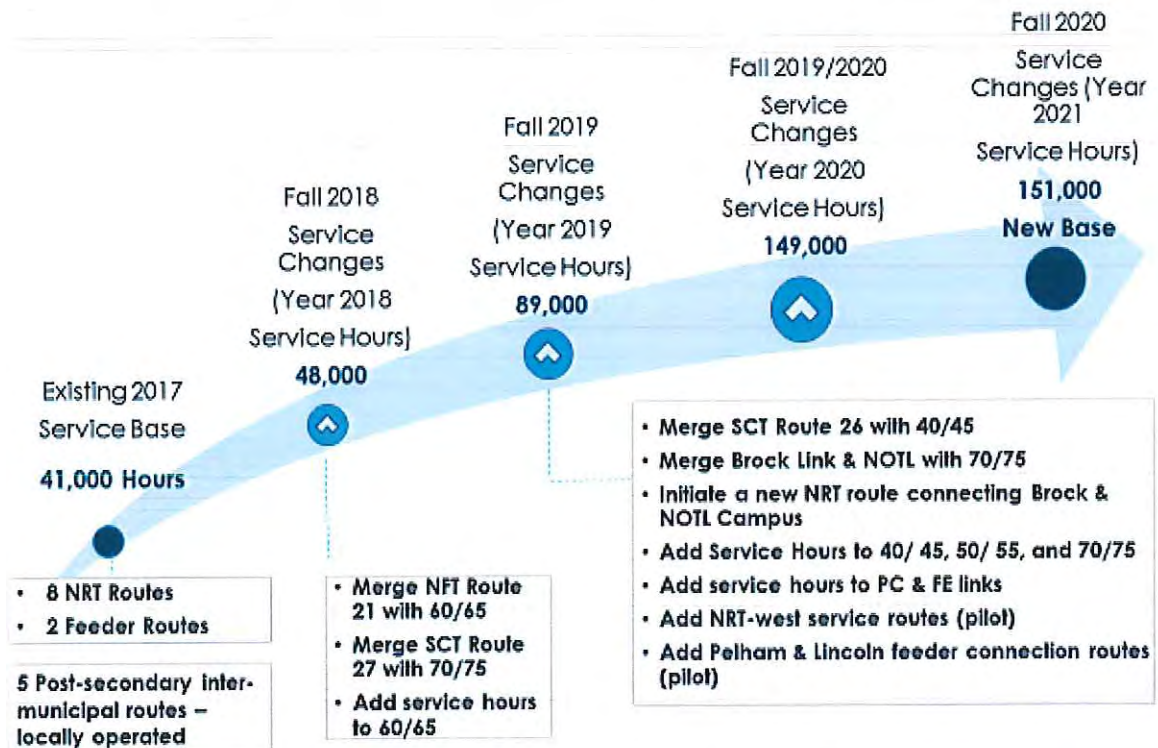
The proposed IMT Service Implementation Strategy (Appendix 1) incorporates a complete systems approach by optimizing the existing IMT service delivery prior to the implementation of additional service enhancements. Concurrent information gathering and studies will inform both IMT service delivery optimization efforts and the decision on determining a transit governance structure. Customer focused service improvements will remain an underlying theme and will support long-term planning, service delivery, and capital investments through an integrated transit system once the new transit governance structure is decided upon.

The three phases of the IMT Service Implementation Strategy described within Tables 3 and 4 above ensure that local and IMT services are well-integrated and become fully operational prior to the planned arrival of daily GO Rail Service Expansion to Niagara and the 2021 Canada Summer Games.

B. IMT Service Enhancements and Implementation Strategy

Figure 1 below illustrates the proposed IMT Service Implementation Strategy for Phase 1 and Phase 2 service enhancements beginning with the base service of 41,000 service hours which is equivalent to the 2017 NRT service levels (as described in PW 19-2018). The proposed plan increases service hours by 7,000 in the fall of 2018 (Phase 1), 41,000 by 2019 (Phase 2) with full annualized implementation of Phase 1 and 2 creating an additional 101,000 service hours by 2020 (detailed service plan/map provided in Appendix 2). In addition, the Wave 1 and Wave 2 customer service improvements outlined in Table 3 above will establish the foundation for Wave 3 customer service improvements.

Figure 1: IMT Service Enhancements and Implementation Strategy*

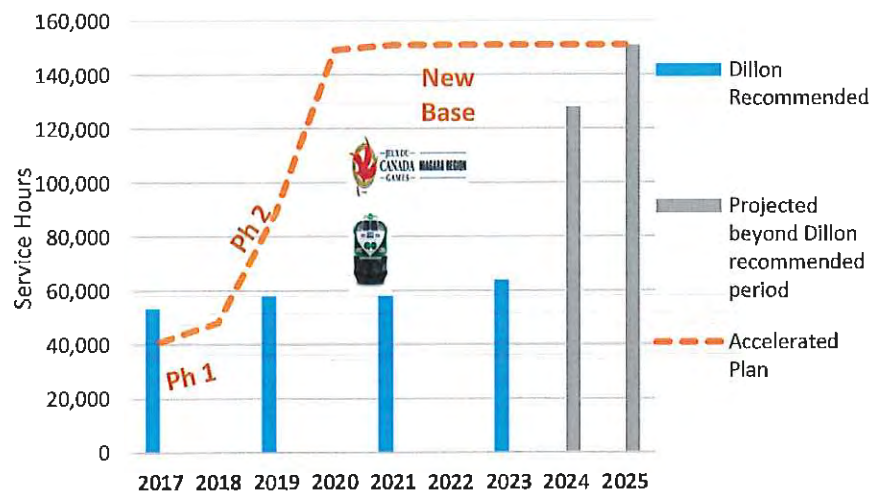


*Subject to Regional Council Approval

C. Proposed IMT Service Implementation Strategy vs. Dillon Report Recommendation

The accelerated IMT Service Implementation Strategy is depicted in Figure 2 below, in comparison to the service hours recommended in the Dillon Report (detailed comparison provided in Appendix 3). The key differences between the Dillon Report and the accelerated strategy are discussed below:

Figure 2: Proposed IMT Service Hours vs. Dillon Report Recommendation



Proposed Accelerated IMT Service Implementation Strategy

- Service hours are based on weekday 30 minute headway on all NRT mainline routes, with 20 minute headway on high demand mainline routes
- Accelerated implementation of 30 minute service on IMT routes with expanded hours
- Introduction of the new West Niagara IMT pilot service connecting the GO Transit stops
- Enhanced feeder services and new feeder links

Dillon Report Recommendations

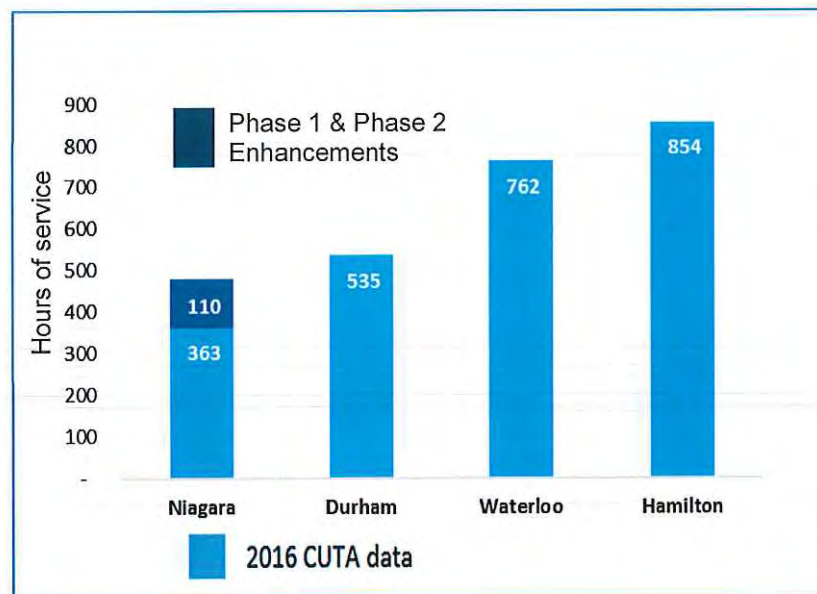
- Service hours based on 60 minute headway (one hour frequency) on most NRT routes with 30 minute AM peak headways on some mainline routes.

- 30 minute service all-day on all NRT routes post-consolidation

D. Peer System Comparison of Service Levels

Figure 3 below displays how Niagara's municipal transit service hours will compare to peer transit systems in the GTA after the proposed Phase 1 and Phase 2 service enhancements are implemented. It is important to note that Durham (DRT), Waterloo (GRT), and Hamilton (HSR) are operated as single-tier system, whereas Niagara is a two-tiered system.

Figure 3: Peer System Comparison of Transit Service Hours



E. Rationale for accelerated IMT Service Implementation Strategy

A number of factors have driven the demand for an accelerated implementation of IMT service enhancement. Factors are discussed below by order of significance:

1. Daily GO Rail Service Expansion to Niagara (2021)

Work related to Niagara's daily GO Rail Service Expansion is proceeding rapidly. Metrolinx has approved functional station designs for Grimsby and St. Catharines GO Stations, while the Niagara Falls functional station design is in its advanced stages of approval in consultation with the City and Region.

Station designs are based on multi-modal level of service hierarchy which places much greater value on transit connections compared to private automobile. Additionally, Metrolinx is shifting towards a system-wide approach targeted at reducing the automobile mode share split for station access in upcoming years².

The Region has now completed its GO Hub and Transit Stations Study. Secondary Plans for each of Niagara's confirmed and identified GO Station sites have been approved. Local municipalities confirmed to receive GO Rail Service include: Grimsby by 2021, and St. Catharines and Niagara Falls by 2023; while Lincoln (Beamsville) has been identified as a future potential GO Station location. The Region and its local municipal partners remain actively involved with advocating for daily GO Rail Service to be established prior to the Government of Ontario's committed 2021-2023 timeline, and have indicated a commitment to have transit connections in place to fully leverage the daily GO train service.

Each Secondary Plan establishes transit-supportive land use permissions around their respective GO Station. Furthermore, each Plan identifies capital work improvements necessary to enable safe and convenient access to the GO Station for all modes of travel. An accelerated IMT Service Implementation Strategy will increase the degree of certainty in relation to the expected level of transit service delivery to each GO Station. This will assist with informing and accommodating transit services through design considerations undertaken as part of the identified capital work projects.

Factors such as Metrolinx's shift towards a greater emphasis on reducing the mode share split of private automobile in relation to GO Station access, overall benefits to development and redevelopment opportunities through an enhanced transit services, and Niagara's assertive advocacy with Metrolinx and the Government of Ontario for an accelerated implementation of daily GO Rail Service, make it critical for the Region to pursue and establish a fully operational IMT service delivery in advance of GO Rail Service arrival. Accelerating the IMT Service Implementation Strategy will demonstrate Niagara's commitment to its 2015 GO Rail Business Case, as well as encourage Metrolinx to accelerate its timing for daily GO Rail Service Expansion to Niagara.

2. LNTC - Transit Coordination and Working Group Deliberations

Significant discussions have occurred under the LNTC working groups, namely the IMT-Coordination Committee (consisting of four major transit systems) and IMT-Working Group (consisting of all 13 Niagara municipalities) on the LNTC workplan related transit service enhancements and customer service

² GO Rail Station Access Plan, December 2016 (Metrolinx)

improvements. These discussions have significantly informed the phasing plan. Key recommendations from the deliberations are discussed below:

- *Implement 30 minute IMT Mainline Service:* The IMT-Coordination Group has advocated for better integration of IMT routes with local transit routes. Niagara's major local transit systems have significant portions of routes with 30 minute headway service. Adjusting the IMT mainline routes to a 30 minute from the current 60 minute headway service will increase frequency, reliability, consistency and connectivity of transfers from one route (and system) to another. Table 5 below summarizes the current and proposed states.

Table 5: Niagara Transit Systems – 30 Minute Service Delivery Projection

	2018		2021
	Total # of routes	# of routes with 30 min service	Proposed # of routes with 30 min service
St. Catharines Transit	52	34	34
Niagara Falls Transit	24	14	19
Welland Transit	10	8	8
Niagara Region Transit	10	0	8
Niagara Transit Systems combined	96	56	69
% of Total System		58%	72%

- *Harmonize Weekend and Holiday services:* Currently, major local transit systems have weekend service and have varying levels of holiday service (from no service to reduced service). NRT does not operate on Sundays and Holidays, and requires alignment with local systems.
- *Enhance IMT operational service hours:* NRT currently operates between 7a.m. and 9p.m. These hours should be expanded to 7a.m. to 11p.m. to accommodate shift workers and post-secondary student needs. Hours of service on the existing feeder routes and any new mainline or feeder route also need to be expanded and aligned for consistent service coverage and to accommodate effective transfers.
- *Implement IMT West Niagara Service:* New IMT service to West Niagara is identified as priority to connect west Niagara communities to Niagara's transit network, and to have an established transit service in advance of the GO Rail Service Expansion to Grimsby by 2021.
- *Upload, enhance, and add new inter-municipal feeder routes:* Currently, local municipalities and the Region cost-share on the existing Port Colborne and Fort Erie feeders. These links are inter-municipal connections and it is logical to upload them as part of the Regional system. Additionally, there is a need to

connect the newly-created Pelham and Lincoln local transit systems with the IMT system to fully leverage transit connectivity.

- *Customer Improvements:* Carry out short-term customer facing improvements (Wave 1 and Wave 2) towards building a transit brand.
- *Develop a Business Case for transit governance decision:* Complete background studies and information gathering on transit assets inventory, human resources, legal, and financial aspects to develop a Business Case that will help develop options to guide the governance decision making process.

3. Post-Secondary Student Union negotiations

Positive discussions regarding the future U-Pass agreements have occurred between Brock University Student Union (BUSU), Niagara College Student Administrative Council (NCSAC), Niagara Region and the major transit partners. Key outcomes from these discussions include:

- General consensus on replacing student charter routes with enhanced public transit routes, with frequent connections to campus hubs.
- Harmonization of U-Pass payments across the local transit systems based on ridership (taps), and opportunities for future alignment of tap rates equivalent to bulk ridership discounted monthly pass rates.
- Reducing the number of U-Pass agreements and moving towards a unified approach for future planning. Information sharing on post-secondary student ridership growth and related service costs will help substantiate possible future U-Pass fare requests.

A significant portion of the Phase 1 and Phase 2 IMT service enhancements are based on discussions with NCSAC to rationalize the student charter routes as part of the NRT routes. However, as shown in Table 1 above, these enhancements require substantial increases to service hours which drive the incremental operating and capital costs to NRT in the short term.

4. Region Equal Partner in Governance Discussions

With the 2017 triple-majority, Niagara Region has committed to undertaking a significant investment in the future development of the IMT system. As noted above, the existing NRT service delivery does not match the service delivery of our local municipal transit partners. This service delivery misalignment becomes a disadvantage to transit users by limiting transit route options and delaying transfers between local and inter-municipal systems. Furthermore, the

misalignment becomes a significant barrier of entry to those considering transit as an alternative mode of transportation by significantly increasing travel times.

A fully operational IMT service delivery by the end of 2019 is critical to enable the Region to establish itself as an equal transit partner within Niagara and moves toward a transit model which is aligned with and complementary to local transit service delivery. Furthermore, it will allow the Region to monitor and optimize service delivery prior to major upcoming milestones such as the arrival of daily GO Rail Service Expansion to Niagara, and the 2021 Canada Summer Games.

The Public Transit Infrastructure Fund (PTIF) Phase 2 funding was announced in March 2018 with a total of \$148.4 million for Niagara transit systems (\$81.3 in Federal and \$67.1 Provincial), over 10 years. Further details are pending; however, the Province has indicated that the majority of funding would occur during the backend of the 10-year program allocation in 2025/26 through 2028/29. An accelerated IMT Service Implementation Strategy would establish a new transit governance structure prior to the major investment decisions outlined in Phase 3 (Table 4) of this report providing opportunity for alignment of PTIF funds in a system-wide approach.

An accelerated IMT Service Implementation Strategy will improve the Region's ability to build relationships with future transit users through offering a robust transit system that is able to accommodate the needs of its users. The accelerated Service Implementation Strategy will implement significant operational and customer service enhancements to provide users with a frequent, reliable, and seamless transit service. These enhancements will improve users' overall experience of the system, gaining their trust and increasing the likelihood of individuals choosing the transit system as a primary means of transportation in the future. In addition, the accelerated strategy also considers projected growth in post-secondary populations, and the expected increases in demand associated to this growth.

Based on the reasons discussed in this report, the IMTCC, IMTWG and Region Transit staff submit that the Region should capitalize on the opportunities associated with accelerating the IMT Service Implementation Strategy.

Alternatives Reviewed

An alternative was to have a protracted IMT service implementation by going through the process of a transit governance decision in advance of the Phase 1 and Phase 2 service enhancements. This approach was not preferred due to the need to bring the

IMT service into a truly 'inter-municipal' state with connections to west Niagara. In addition, the protracted implementation would forgo the benefits relating to effective governance deliberations that having transit service levels at par with the major local transit service levels would have. Not accelerating the timeline would also represent a significant lost opportunity to encourage Metrolinx to accelerate their timeline for daily GO Train service to coincide with the Canada 2021 Summer Games. Additionally, the information gathering inputs required for the governance decision will take time to collect, and would lead to the postponing of post-secondary route optimization, implementation of new IMT West Niagara routes, and enhanced and new feeder routes.

Relationship to Council Strategic Priorities

Moving People and Goods:

People need reliable and effective transportation modes that allow them to easily move from where they live to places such as work, leisure, health care, and education. In conjunction with LNTC-C 22-2018 and LNTC-C 23-2018, this plan directly advances the following key Council Strategic Priorities:

- Provincial commitment to GO Rail expansion in Niagara
- Support local municipalities in developing long-term solution for transit.

Other Pertinent Reports

- LNTC-C 22-2018 IMT Financial Impact Analysis
- LNTC-C 23-2018 IMT Capital Plan 2019
- PW 19-2018 Niagara Region Transit 2018 Service Agreement

Prepared by:
Kumar Ranjan, M.Eng., P. Eng
Transportation Lead
GO Implementation Office

Recommended by:
Ron Tripp, P. Eng
Commissioner
Public Works Department

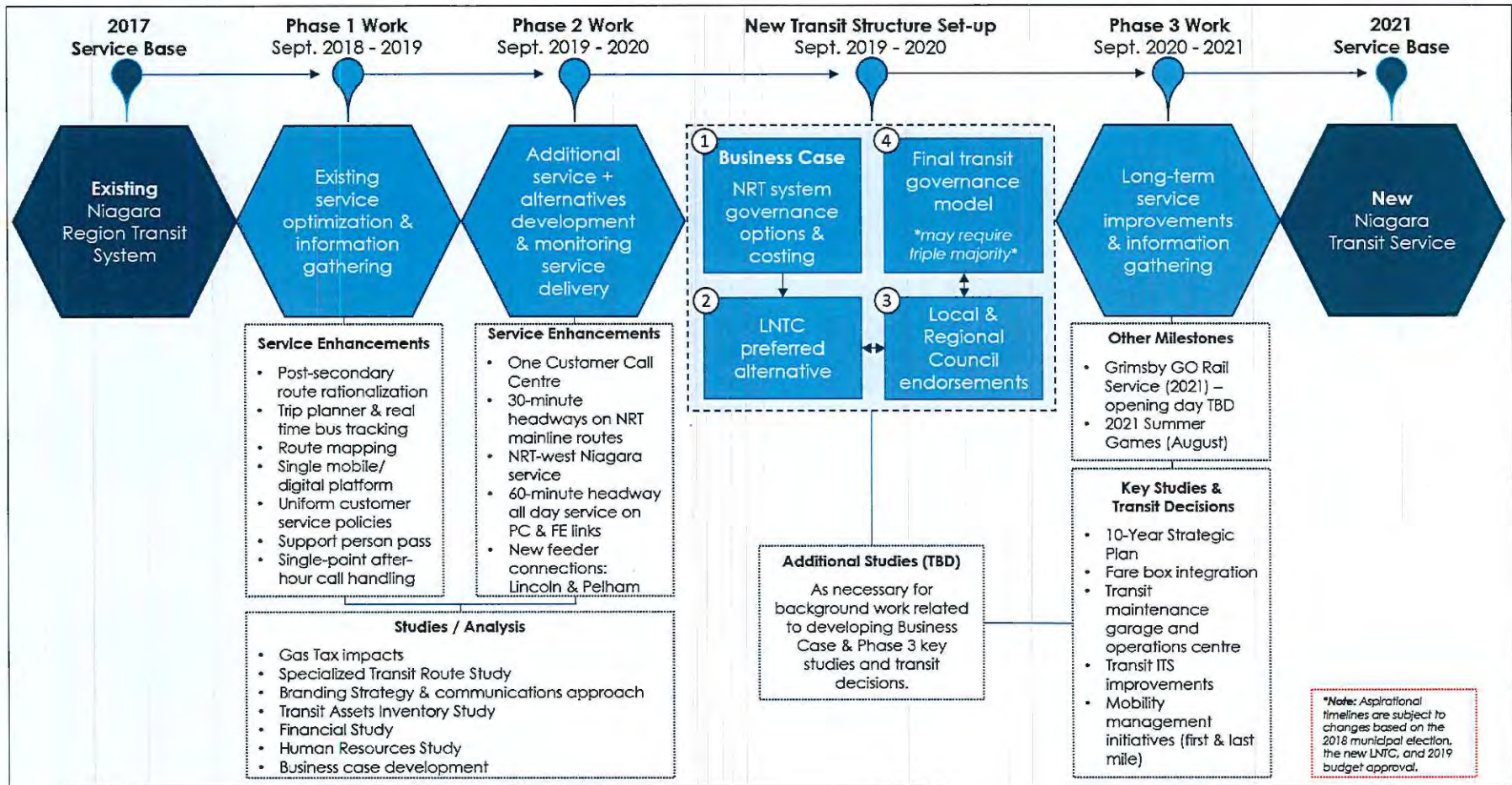
Submitted by:
Carmelo D'Angelo, BSc, MPA
Chief Administrative Officer

This report was prepared in consultation with the Transit Operators and Members of the Inter-Municipal Transit Working Group; Matt Robinson, Director, GO Implementation Office; Robert Salewytch, Transit Service Planning Coordinator; Alex Morrison, Planner, Planning and Development Services; and reviewed by Heather Talbot, Financial and Special Projects Consultant, Financial Management and Planning, and Helen Chamberlain, Director of Financial Management and Planning/Deputy Treasurer, Enterprise Resource Management Services.

Appendices

- Appendix 1 IMT Service Implementation Strategy & Governance Guiding Framework
- Appendix 2 IMT Phase 1 and Phase 2 Enhancements Plan / Map
- Appendix 3 Proposed Service Plan / Dillon Report Comparison

IMT Service Implementation Strategy and Governance Guiding Framework (with Timeline*)



Dillon recommended timelines vs. Accelerated Service Implementation Plan

		Service delivery timeline							Service delivery beyond Dillon Report	
		2017	2018	2019	2020	2021	2022	2023	2024 ¹	2025 ¹
Operating hours	Dillon	53,400	--	58,100	--	--	--	64,000	128,000	151,000
	Accelerated	41,000	48,000	89,000	148,000	151,000	151,000	151,000	151,000	151,000
Operating costs	Dillon	\$3,116,800	--	\$4,282,300	--	--	--	\$5,677,000	\$11,354,000	\$12,500,000
	Accelerated	--	\$3,185,000	\$6,905,000	\$12,484,000	\$12,500,000	\$12,500,000	\$12,500,000	\$12,500,000	\$12,500,000
Frequency of service delivery	Dillon	Hourly	Hourly	Hourly	Hourly	Hourly	Hourly	All routes hourly with some routes 30min at peak times	Most routes 30min & 20min at peak times	All routes 30min & 20min at peak times
	Accelerated	Hourly	Hourly	All routes hourly & 30min during peak times	All routes 30min & 20min at peak times	All routes 30min & 20min at peak times	All routes 30min & 20min at peak times	All routes 30min & 20min at peak times	All routes 30min & 20min at peak times	All routes 30min & 20min at peak times

Notes:

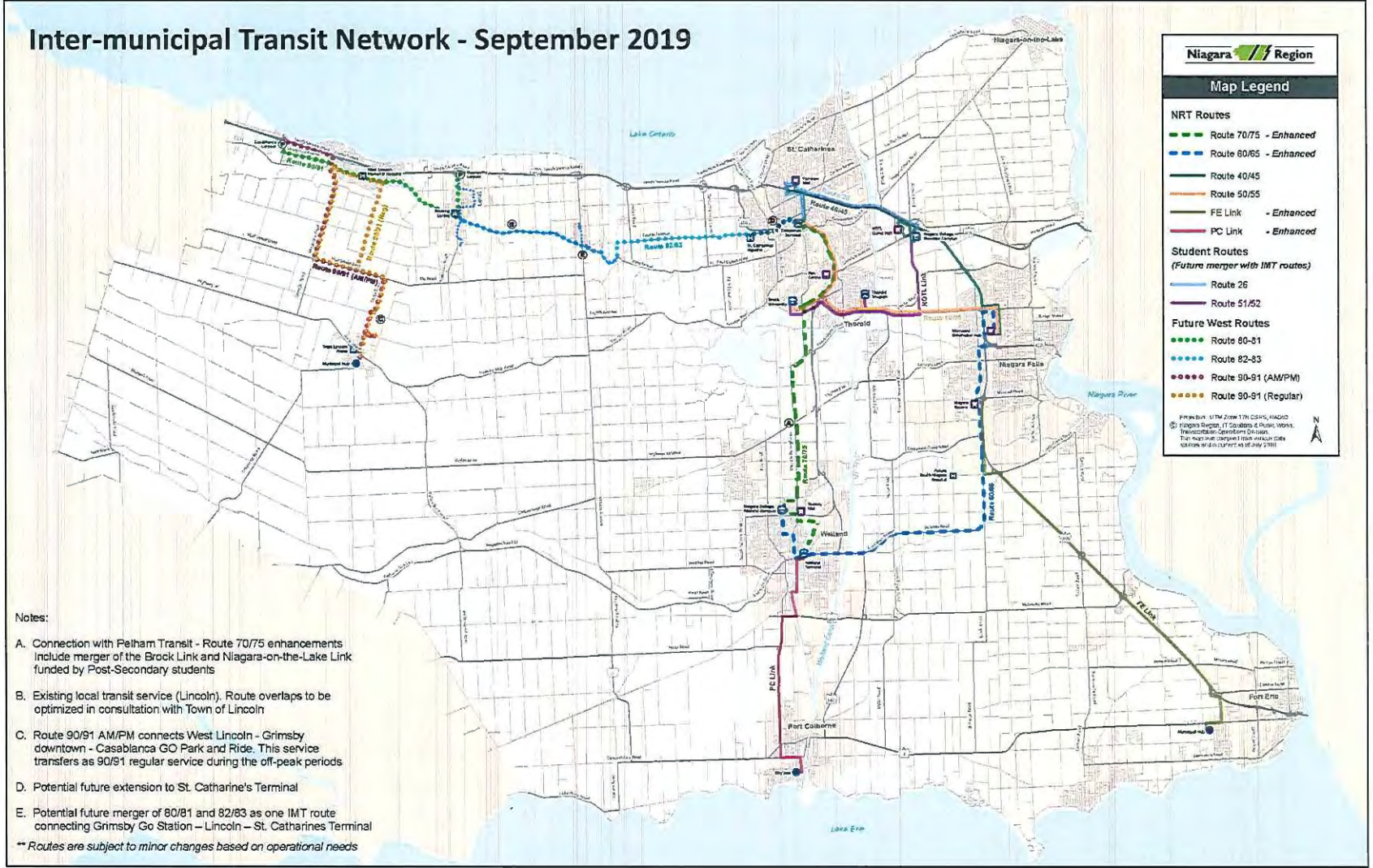
¹ Assuming the service delivery enhancements would be carried out in 2024 and 2025.
The operating costs/expenditures are assumed to be flat lined, indicating no growth.

Niagara Region Transit Service Enhancements Staging Plan					
	2017 Base Service	2018 Phase 1 (Sept)	2019 Phase 2 (Sept)	2020 Phase 2 (continued)	2021 New Base Service
Routes 40/45	Mon – Fri 8 a.m. – 10 p.m. Sat 8 a.m. – 10 p.m. 60 minute headway		Add 30 minute Service Add 20 Minute peak Service Add Sunday and Holiday Service		Mon – Fri 30 min + 20 Min Peak
Routes 40/45A	Mon – Fri 7-9 a.m., 3-6 p.m. Sat – No Service 30 Min Headway		Add May – Aug Service Merge NRT Route 40/45A and SCT Route 26 into NRT Route 40/45		Sat 60 Min
Routes 50/55	Mon-Fri 7 AM - 9 PM Mon-Thu extended hours to 11 PM Sat 7 AM – 9 PM 60 Min Headway	Extend Service Hours on Fridays (Jan – Apr and Sept – Dec)	Add 30 minute Service Add Sunday and Holiday Service	Add 20 minute peak service	Mon – Fri 30 min + 20 Min Peak Sat 60 Min
Routes 60/65	Mon – Fri 7 a.m. – 9 p.m. Sat 7 a.m. – 9 p.m. 60 minute headway	Merge NRT Route 21 Add 30 minute service Add 20 minute peak service	Add Sunday and Holiday Service		Mon – Fri 30 min + 20 Min Peak Sat 60 Min
Routes 70/75	Mon – Fri 7 a.m. – 9 p.m. Sat 7 a.m. – 9 p.m. 60 minute headway	Merge STC Route 27 Add 30 minute peak service	Add 20 minute peak service Merge WT Brock Link and Brock Link		Mon – Fri 30 min + 20 Min Peak Sat 60 Min
Port Colborne Feeder Link	Mon – Sat 7 a.m. – 9 a.m. 12 p.m. – 2:30 p.m.	Direct Route to Welland Transit Terminal Add 3 Trips	Upload the Link as part of NRT Add Service Hours	Add 30 minute peak service Add Sunday and Holiday service	Mon – Fri 60 min + 30 Min Peak Sat 60 Min
Fort Erie Feeder Link	Mon – Sat 6:15 - 8:30 a.m. 11:15 a.m. – 1:30 p.m. 4 – 7:30 p.m. 60 minute headway	Direct route to Niagara Square Add 3 trips	Upload the Link as part of NRT Add Service Hours	Add 30 minute peak service Add Sunday and Holiday service	Mon – Fri 60 min + 30 Min Peak Sat 60 Min
Routes 80/81	N/A	N/A	Initiate NRT West Niagara Pilot Project in consultation with IMTWG	Add Service as Required	TBD in Consultation with IMTWG
Routes 90/91	N/A	N/A	Initiate NRT West Niagara Pilot Project in consultation with IMTWG	Add Service as Required	TBD in Consultation with IMTWG
Pelham feeder Link (Pilot)	Pelham Transit connects with NRT at Seaway Mall		Initiate NRT Feeder Link to Pelham in consultation with IMTWG	Add Service as Required	TBD in Consultation with IMTWG
Lincoln Feeder Link (Pilot)	N/A	N/A	Initiate new Lincoln Feeder in consultation with IMTWG	Add Service as Required	TBD in Consultation with IMTWG

Notes:

Sunday and Holiday Hours are to be developed in consultation with the IMTWG

Operating Hours: The Mainline Routes i.e. Routes 40-75 approximately between 7 a.m. to 11 p.m. starting September 2019. The Feeder Routes approximately between 6:30 a.m. – 9:30 p.m. depending on the route links to Mainline Routes



Subject: Inter-Municipal Transit Financial Impact Analysis

Report to: Linking Niagara Transit Committee

Report date: Wednesday, September 12, 2018

Recommendations

1. That this report **BE RECEIVED** for information and reviewed in conjunction with the Inter-Municipal Transit (IMT) Service Implementation Strategy (LNTC-C 21-2018) and the IMT Capital Plan 2019 (LNTC-C 23-2018);
2. That staff **BE DIRECTED** to continue working with Local Transit operators to measure future financial impacts resulting from the implementation of the 2019 Inter-Municipal Transit Service Plan; and
3. That this report **BE DISTRIBUTED** to the local area municipalities for their information.

Key Facts

- The purpose of this report is to provide the estimated financial impacts resulting from the proposed inter-municipal transit (IMT) service implementation strategy outlined in LNTC-C 21-2018 and to seek approval for a multi-year transit implementation plan to maximize the full impact of and alignment with the arrival of daily GO Train to Niagara by (or before) 2021.
- The five year Niagara Region Transit (NRT) net operating impact is estimated at \$39.8 million (M) plus \$17.2M for new capital. The proposed IMT service plan will result in an annual net growth of \$75,000 in provincial gas tax (PGT) funds to the region. The annual incremental net operating and capital expenditures cannot be accommodated within the 2019 budget guidance and require special funding considerations.
- A separate general levy of 1.5% in year 1 plus 1.53% in year 2 would be required to fund this proposed strategy.
- Incremental revenue from joint U-Pass negotiations with Niagara College Student Administrative Council (NCSAC) and Brock University Student Union (BUSU) are estimated to generate new revenue for NRT, St. Catharines Transit (SCT), Niagara Falls Transit (NFT) and Welland Transit (WT) beginning in September 2018. Port Colborne Transit (PC) and Fort Erie Transit (FE) will realize net operating cost savings beginning in September 2019. The operational savings and incremental revenue would be reinvested into local or regional transit.
- The elimination of post-secondary student charter routes will result in a redistribution of PGT from the local operators to the Region. The estimated increases from

forthcoming PGT allocations plus the municipal savings through avoided capital expenditures exceed the reductions in municipal PGT due to ridership shifts.

- One of the guiding principles agreed to by the local operators as part of the Dillon Report was that local transit operators are "Fiscal Responsibility and Affordability with no negative impacts on local transit revenues" as outlined in the unanimous transit Memorandum of Understanding signed in 2017. To this end, staff continue to work alongside transit partners to quantify the impacts to PGT, operating costs, and capital impacts of the consolidation of routes proposed in this report.
- Together with other municipal partners, Niagara advanced a discussion about provincial funding and the importance of investment in Niagara's future transit and GO expansion at the recent AMO conference in a meeting with the new Minister of Transportation. Discussions are ongoing with MTO at both the political and staff levels to seek opportunities to expand and enable the transit plan outlined in this report.

Financial Considerations

The analysis provides a five year financial impact forecast for local and Regional operating costs, revenues, PGT and capital requirements based on the proposed operating plan and ridership forecasts. Baseline information was compiled using the most recent available Canadian Urban Transit Association (CUTA) statistics (results provided in Table 1 below) and validated by each local transit agency.

The purpose of the analysis is to measure the financial impact to each transit operator resulting from the IMT service enhancements (outlined in LNTC-C 21-2018) which were based on, in part, by the recommendations presented in the 2017 Niagara Transit Service Delivery and Governance Strategy (Dillon Report) .

The Dillon Report outlined a strategy to optimize and improve existing IMT services by reducing duplication between the NRT and the service chartered by the post-secondary institutions. Discussions between staff from Niagara Region, the municipal transit operators, NCSAC, and BUSU have determined that all Inter-municipal U-Pass funded post-secondary charter services should be consolidated and replaced with enhancements to existing NRT fixed route services. While the service chartered by the post-secondary institutions are currently operated at full cost recovery, the increased service hours on existing NRT routes will provide better service to all residents within the Niagara Region and not just serve the needs of a select group of travellers. It is worth noting that students comprise over 70% of NRT ridership and 47% of total revenue in 2017.

The financial estimates provided in this analysis differ from those in the Dillon Report in two ways: one being the removal of all charter services as described above; the other being financing for the capital investments necessary to support the service changes. In order to only measure the financial impacts pertaining to the service changes

described above, all other municipal transit services are assumed to be status quo over the estimation period. The 2016-2017 baseline (status quo) information is provided in Table 1 below.

Table 1: Existing Service Financial Information (based on CUTA 2016/17)

2016/2017 CUTA REPORTED STATISTICS	Total Population		Total Boardings		Total Revenues		Total Operating Costs		2016/2017 Net Operating Cost		2016-17 PGT Allocation	PGT used for Operating Expenses
		% of Total		% of Total		% of Total		% of Total		% of Total		
Niagara Region	447,876	100%	253,723	3%	911,773	4%	3,373,814	8%	2,462,041	11%	763,416	267,309
Fort Erie	30,710	7%	56,526	1%	36,972	0%	664,370	2%	627,398	3%	269,544	118,912
Niagara Falls	88,071	20%	2,310,328	25%	5,849,507	27%	13,082,641	30%	7,233,134	34%	1,322,877	532,000
Niagara-on-the-Lake	17,511	4%	19,483	0%	186,622	1%	547,389	1%	360,767	2%	135,348	135,106
Pelham	17,110	4%	-	-	-	0%	-	0%	-	-	-	-
Port Colborne	18,306	4%	21,410	0%	54,870	0%	300,826	1%	245,956	1%	156,892	99,465
St. Catharines (incl. Thorold)	151,914	34%	5,842,960	62%	11,725,275	54%	21,103,898	49%	9,378,623	44%	2,769,046	-
Welland	52,293	12%	920,675	10%	3,096,779	14%	4,285,037	10%	1,188,258	6%	663,023	-
Other Municipalities	71,961	16%	-	-	-	-	-	-	-	-	-	-
Niagara System Total	447,876	100%	9,425,105	100%	21,861,798	100%	43,357,975	100%	21,496,177	100%	6,080,146	1,152,792

- base financial data collected from IMTWG for 2017 statistics or used 2016 reported CUTA statistics
- Municipal PGT received from Provincial Government 2016/17 fiscal year allocations

The base estimates above do not include Pelham and the pilot transit operations within Lincoln since these systems are new and were not reported in 2016 CUTA data; however, these estimates will be added as information becomes available. The 2016/17 total net cost to operate transit in Niagara was \$21.5M (\$43.4M in total operating costs and \$21.8M in total revenues). Niagara's total annual PGT allocation across all systems was \$6.1M of which \$1.2M was allocated to operating expenses and not capital investment as the funding is primarily intended. The use of PGT to offset operating costs, while minimizing the annual impact to the operating budget, requires capital replacement expenditures to be borne by either a single large capital expenditure or financing.

The annual financial impacts to capital and operating expenditures are provided in Table 2 below for each transit operator. The total five year cumulative impact for both capital and operating across all systems is \$51.6M. The proposed service enhancements/expansions for NRT require an additional \$39.8M in net operating costs and \$17.2M for new capital. This does not take into consideration the operational savings (increased revenues) to the local municipalities which should be reinvested into local or regional transit. A more detailed breakdown of the operating and capital net impacts are presented in Appendix 1, along with recommended opportunities for local reinvestment of any savings realized with the implementation of this service plan.

Table 2: Forecast Financial Impact from proposed NRT Service Plan

Total Financial Impact Cost/(Savings) compared to 2017 base service		2017 Fleet #	2018	2019	2020	2021	2022	2018 - 2022 Cumulative Impact	2022 Fleet #
Niagara Region	Operating	11	433,308	3,479,498	8,784,017	9,070,736	9,434,981	31,202,541	31
	Financing/OH				2,159,504	2,159,504	2,159,504	2,159,504	
	Capital		3,275,000	13,875,246	(106,672)	(233,532)	(355,613)	16,454,429	
Fort Erie	Operating		-	76,720	(159,432)	(161,869)	(164,307)	(408,888)	
	Capital			-	(36)	961	2,223	2,928	
Niagara Falls	Operating	40	(54,384)	(106,645)	(263,385)	(447,589)	(539,691)	(1,411,695)	40
	Capital			(31,785)	(14,297)	(67,881)	(61,128)	(47,423)	
Port Colborne	Operating		-	(70,998)	(169,991)	(170,866)	(171,741)	(583,597)	
	Capital			-	(33)	1,096	2,047	2,696	
St. Catharines	Operating	78	(80,753)	(198,590)	(301,186)	(408,549)	(462,231)	(1,451,308)	78
	Capital			(39,039)	(46,406)	(39,380)	(8,151)	10,528	
Welland	Operating	18	(4,216)	3,988	(37,401)	(80,369)	(101,852)	(219,850)	15
	Capital			-	(45,027)	(110,724)	(54,967)	(20,883)	
Pelham Financials will be included when available									
Niagara Transit System	Operating	147 buses	293,956	5,343,477	10,012,126	9,960,998	10,154,663	35,765,219	164 buses
	Capital			3,204,175	13,769,447	(322,601)	(353,507)	(407,767)	
Total Financial Impact			3,498,131	19,112,924	9,689,525	9,607,491	9,746,896	51,654,967	

- base financial data collected from IMTWG for 2017 statistics or used 2016 reported CUTA statistics
- The 2018 Niagara Region operating (\$433,308) and capital (\$3.3M) impacts were accommodated in the 2018 budget
- Capital estimates include changes in PGT; for example Niagara Region cumulative requirement is \$17.2M in capital but will receive an estimated \$0.7M in PGT

During the pilot phase of NRT, PGT had been used to support operating costs for both NRT and Niagara Specialized Transit (NST) resulting in insufficient capital reserves for expansion and long term capital reinvestment. As a result, the 2019 capital investment of \$13.9M will require debt financing (3% interest rate over 10-year debt term), therefore included in the \$39.8M net operating expense is the principle and interest repayments.

The net operating cost of NRT (based on forecast in Table 2) in relation to the 2018 municipal tax levy is presented in Table 3 below. The required general levy increase to fund the service changes beginning September 2019 is estimated at 1.5% in 2019 plus an additional 1.53% in 2020. The net operating budget beyond 2020 is estimated to grow with inflation and will align with other programs and services within the Niagara Region.

Table 3: Forecast Incremental General Tax Levy Requirements for Region

Incremental Impact relative to 2018 General Tax Levy	2018	2019	2020	2021	2022	2018 - 2022 Cumulative Impact
Niagara Region		1.50%	1.53%	0.08%	0.11%	3.22%
Total Niagara Area Transit System		0.79%	1.27%	-0.02%	0.05%	2.09%

The June 14, 2018 Budget Review Committee of the Whole, 2019 Departmental and ABC guidance was approved at 1.5% with options to be presented to Council for a possible increase of 0.5% for a total 2% increase. As CSD 35-2018 noted in Table 1,

the pressures currently identified for all existing Regional services (net of all estimated assessment growth) total 2.6% of the 2018 levy and this estimate did not include increases for NRT or IMT consolidation work. The council strategic priority pressures totalled a further 1.1% and only included an estimate of \$0.7M for NRT. This estimate is now at \$5.2 M which will put further pressure on the 2019 budget relative to guidance. It is not anticipated that these service costs can be accommodated within the guidance approved or without a need to reduce service levels in another area. In the absence of the Sustainability Review to identify opportunities for operational savings to be introduced into the 2020 and future budgets, Council support for additional budget guidance of 1.5% in excess of the potential 2% approved by BRCOTW is being requested.

Provincial and Federal Capital Investment Funds

There are two sources of funding from other levels of government for transit:

- New – The Public Transit Infrastructure Fund (PTIF) will provide short-term funding to help accelerate municipal investments to support the rehabilitation of transit systems, new capital projects, and planning and studies for future transit expansion to foster long-term transit plans.
- Existing – PGT comes from the Province's collection of 14.7 cents for every litre of gasoline sold in Ontario of which 2.0 cents is provided to municipalities to help fund local public transit improvements. The total provincial funding was announced to increase from the current 2.0 cents per litre to 4.0 cents per litre by 2022.

The municipal allocations received through the PGT and PTIF programs are determined in part by ridership (with the remainder being through population), and can be used for future capital replacements once the full NRT fleet is obtained. The proposed route consolidations and elimination of locally operated post-secondary routes result in a transfer of ridership from local transit operators to NRT, which in turn impact the distribution of Niagara's overall PGT allocation. The federal PTIF funding is fixed over the estimation period and will not be impacted during this transition; however the PGT is allocated annually and will be impacted by changes in ridership.

Under the PGT program, municipalities qualify for gas tax funding if they contribute financially to public transit services themselves where the total share allocated is determined by a formula of 70 percent based on ridership and 30 percent based on population. The current provincial envelope based on this formula generates approximately \$0.27 cents per transit ride and \$9.18 per capita. Based on the proposed NRT service plan, ridership impacts and increase in the funding envelope from the province, the estimated total PGT allocated to Niagara for transit investment is \$40.8M over the next 5 years, growing from an estimated \$6.4M per year to \$11.7M per year. The individual forecasts are presented in Table 4 below.

Table 4: Estimated PGT Funding available to fund Capital Investments

Provincial Gas Tax Projections (based on Proposed NR Operational Plan)	2018	2019	2020	2021	2022	2018 - 2022 Cumulative Capital Funds
Niagara Region	676,775	773,679	875,076	1,078,979	1,541,201	4,945,709
Fort Erie	285,076	297,931	324,655	390,599	522,568	1,820,829
Niagara Falls	1,401,055	1,451,730	1,591,260	1,903,248	2,527,614	8,874,908
Port Colborne	151,021	153,382	167,347	205,580	282,093	959,423
St. Catharines (incl. Thorold)	2,882,397	2,984,901	3,231,405	3,881,374	5,182,122	18,162,199
Welland	691,259	712,940	730,144	842,445	1,121,112	4,097,900
Niagara-on-the-Lake	143,487	166,140	182,696	219,715	293,800	1,005,839
Pelham	147,658	155,398	171,121	206,278	276,634	957,089
Total Transit System	6,378,728	6,696,102	7,273,705	8,728,217	11,747,144	40,823,895

One of the guiding principles agreed to by the local operators as part of the Dillon Report was that local transit operators are "Fiscal Responsibility and Affordability with no negative impacts on local transit revenues" as outlined in the unanimous transit Memorandum of Understanding signed in 2017. To this end, staff continue to work alongside transit partners to quantify the impacts to PGT, operating costs, and capital impacts of the consolidation of routes proposed in this report. Ongoing dialogue with MTO regarding the PGT impacts could result in transition costs as we move from redundant routes to the consolidation, however with the multi-year lag time between ridership reporting and PGT calculations and subsequent payments, these numbers remain an estimated forecast and will not be immediately realized.

Analysis

Niagara's 13 municipalities, through the Inter-Municipal Transit Working Group (IMTWG) and under the direction of the LNTC have conducted a detailed financial analysis on the proposed inter-municipal transit service enhancements/expansions outlined in LNTC-C 21-2018. The IMTWG finance team, through extensive collaboration, have reviewed and established an agreed upon baseline (provided in Table 1) which has formed the basis of the strategic analytical review and recommendations.

Inter-municipal transit has a number of benefits to the region, each local municipality and its residents. The Dillon Report concluded, "the introduction, improvement and expansion of inter-municipal transit provides cross-boundary mobility to education, employment, and medical; supports transit ridership to future GO train service in Niagara; facilitates economic development by connecting the workforce and supporting sustainable community development; and contributes to a high quality of life for Niagara residents".

The results from this analysis provide a 5 year financial impact forecast for both local and regional operating costs, revenues, PGT and capital requirements. This analysis is based on NRT service enhancements and expansions (outlined in LNTC-C 21-2018) and the elimination of all locally operated post-secondary service routes that duplicate NRT services (as outlined in the Dillon Report). In order to measure local transit impacts pertaining only to the elimination of the locally operated post-secondary student services this analysis assumes that all other local service levels were held constant over the estimation period.

The FE and PC 'Link' routes provide inter-municipal services which are currently funded through a cost sharing model between the local provider and the Region. Future Link services (outlined in LNTC-C 21-2018) will be provided for and funded solely by the Niagara Region. The financial impacts pertain to change in the following routes only:

2017 Locally Operated U-Pass Funded Routes

St. Catharines Transit

- #26 Downtown St. Catharines to NOTL Glendale Campus
- #27 St. Catharines Downtown to Niagara College Welland Campus

Niagara Falls Transit

- #21 Niagara Falls to Niagara College

Welland Transit

- Brock Link: Brock to Niagara College Welland Campus
- NOTL Link: Niagara College Welland Campus to NOTL/Glendale Campus

Inter-Municipal Fixed/Mainline Routes

Niagara Region Transit

- Route 40 - Niagara Falls to St. Catharines
- Route 45 - St. Catharines to Niagara Falls
- Route 50 - Niagara Falls to St. Catharines
- Route 55 - St. Catharines to Niagara Falls
- Route 60 - Niagara Falls to Welland
- Route 65 - Welland to Niagara Falls
- Route 70 - St. Catharines to Welland
- Route 75 - Welland to St. Catharines

Fort Erie Link* - Operated by Niagara Falls Transit

Port Colborne Link* - Operated by Welland Transit

* Baseline represents only the local share of Link routes

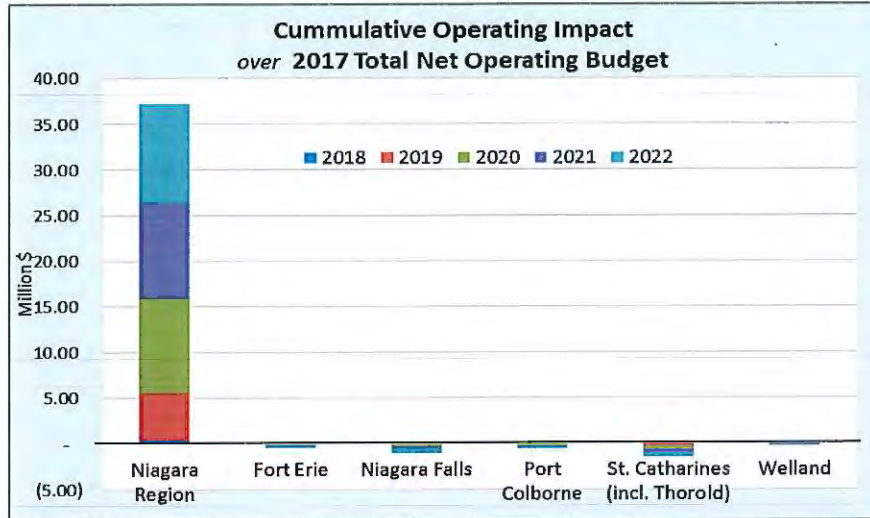
As outlined in LNTC-C 21-2018, the 2019 NRT fixed route service enhancements increase frequency from one hour to 30 minutes on all NRT routes with supplementary

20 minute service during peak periods to create seamless alignment with local service hours and frequency. The FE and PC Link routes (once route operation is fully assumed by the Region), along with new feeder routes to West Niagara and other municipalities, will subsequently see implementation of full day hourly service to effectively align the other mainline routes. In addition, all routes will see implementation of daily service including Sundays and Holidays, to also effectively align the service levels provided by the local transit operators.

The annual net operating cost estimates rely heavily on the revenue projections and estimated ridership. The ridership forecasts have assumed steady modest growth based on historical evidence, however there are a number of assumed annual increases projected in NCSAC U-Pass revenue which have, at the time of this report submission, not yet been secured through contract negotiations. (Further to delegate authority report please see appendix 2 for details around negotiations). The base revenue from NCSAC was equivalent to \$20/month per student (87% discount on a regular monthly pass of \$160), and allowed for travel on regional and local transit. The 2018-2019 NCSAC joint negotiations have secured additional funds equivalent to \$30/month per student (79% discount on a regular monthly pass). While the projected NCSAC U-Pass revenue for 2021 has not been secured, the estimated \$52 per student per month (67% discount on regular monthly pass) is believed to be a reasonable rate given the level of inter-municipal service outlined in LNTC-C 21-2018 and other comparable post-secondary transit pass rates. The total NCSAC revenue is shared between all transit operators and is based on NRT service costs and local ridership U-Pass tap recovery rates. Currently BUSU transit revenue is largely negotiated with SCT with smaller allocations to other transit operators.

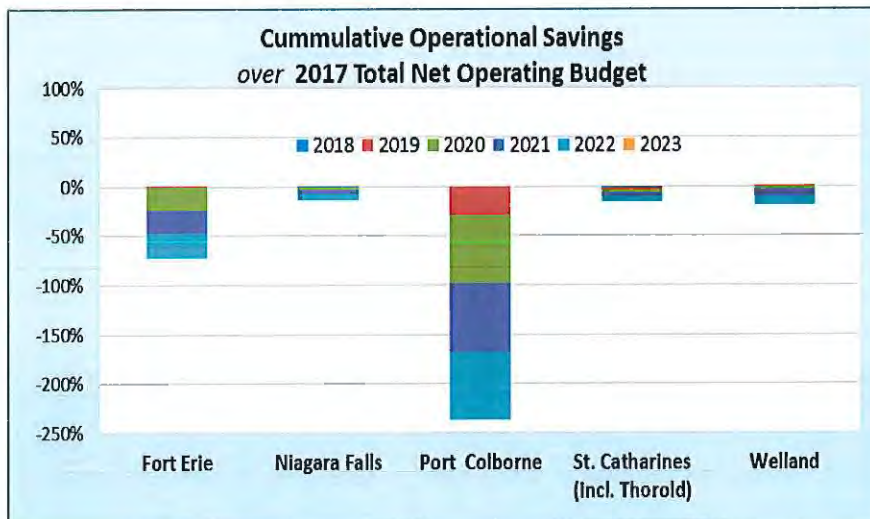
The aforementioned locally operating post-secondary routes are currently operated at full cost recovery therefore the local transit net financial operating impact from their consolidation is zero. However, through the collaborative efforts of the IMTWG, the fare equalization among local transit operators and joint negotiations with NCSAC and BUSU on projected revenues are estimated to increase as reflected in Table 2 operating impacts above. The recovery rates for U-Pass rides on other local routes, known as "tap" revenue ('tap' being the student rate charged per ride using their authorized post-secondary student card), previously varied by operator (from \$0.26 to \$0.60 per ride). Joint negotiations for the 2018-2019 school year aligned all tap rates at \$0.60 per ride with projections of \$0.75 in 2019-2020, \$1.00 in 2020-2021 and \$1.25 in 2021-2022. The incremental revenue, or net operating surpluses to local transit operators should be re-invested back into the enhancement of local services or used to mitigate the increasing cost of regional transit services (depicted in Graph 1 below).

Graph 1: Relative Operating Impact over Base 2017 Total Net Operating Budget



The five year cumulative savings (i.e. incremental revenue) is greatest at SCT and lowest at WT. However, in relation to the 2017 local transit system net operating budgets (provided in Table 1), the average annual savings are larger for WT (3.7%) compared to NFT (3.6%) and SCT (3.1%). Under the 2019 IMT service plan, which transfers all operating costs to the Region beginning in September 2019, the average annual savings is 48% for PC and 14% for FE (savings results depicted for all transit operators in Graph 2 below).

Graph 2: Operational Savings relative to Base 2017 Total Net Operating Budget



Currently, NRT does not have sufficient fleet to service all NRT routes; therefore SCT, NFT and WT use their own local fleet to deliver some NRT routes. The capital expenditures outlined in Table 2 for 2018 and 2019 (LNTC-C 23-2018) will replace locally-provided buses delivering NRT routes with NRT buses and allow for local buses to be redeployed. In addition, Regionally-owned buses will reduce the operating capital premium paid by the Region for locally-provided buses thereby reducing overall hourly operating costs. The elimination of post-secondary routes will also result in redeployment of capital at SCT and NFT, and a reduction in fleet size at WT (from 18 buses to 15 buses).

The capital impacts outlined in Table 2 are the combined result of changes in PGT funding and capital asset requirements. The results indicate overall savings to SCT, NFT, and WT despite reductions in PGT from lost ridership. The annual savings are estimated through reduced capital investment (i.e. buses, farebox, ITS) to service post-secondary routes and the NRT routes. The savings are shown based on the estimated reduction in annualized capital replacements (estimated at a minimum of \$54,000 a year per bus being \$650,000 purchase price and 12 year replacement schedule). The savings from reduced annual requirement for adequate asset management planning is estimated based on the number of buses (or bus hours) each local transit operator is able to redeploy or remove from their fleet as a result of the proposed operational plan.

A breakdown of the summarized operating and capital estimates in Table 2 are provided in Appendix 1. While a portion of PGT is used for some local transit operating expenses, the PGT impacts were included under capital and not operating since this funding is intended to foster long-term transit planning and is primarily intended to be used for capital replacements.

Alternatives Reviewed

The financial analysis is based on the proposed timeline of no later than September 2019 for all service changes. An alternative timeline extending and staggering route changes with implementation dates beyond September 2019 was analysed. The overall costs are assumed to increase annually by inflation and would spread across a longer time frame therefore reducing the required taxation implications in a given year. Alternative dates beyond September 2019 are not recommended due to the necessity of enhanced inter-municipal service delivery required to support the arrival of daily GO Rail expansion to Niagara on or before 2021. With Niagara actively and assertively pursuing an acceleration of the timelines for introduction of GO Rail service from Metrolinx and the Government of Ontario, it is critical to have local transit available in advance of the arrival of daily GO Rail service.

Relationship to Council Strategic Priorities

This proposal aligns with Council strategic priority of Moving People and Goods.

Other Pertinent Reports

LNTC-C 21-2018 - IMT Service Implementation Strategy
 LNTC-C 23-2018 - IMT Capital Plan, 2019
 PW 26-2018 Delegated Authority for Niagara Region Transit U-Pass Agreements
 LNTC-C 8-2018 - Niagara Region Transit Operating Agreement
 CAO 8-2017 - Niagara Region's Transit Service Delivery and Governance Strategy

Prepared by:

Heather Talbot
 Financial & Special Projects Consultant
 Financial Planning and Management,
 Corporate Services

Recommended by:

Todd Harrison
 Commissioner
 Enterprise Resource Management
 Services

Submitted by:

Carmelo D'Angelo, BSc, MPA
 Chief Administrative Officer

This report was prepared by Heather Talbot, Financial and Special Project Consultant, Financial Management and Planning, in consultation with the Transit Operators and the Inter-Municipal Transit Working Group; Matt Robinson, Director, GO Implementation Office, Kumar Ranjan, Transportation Lead GO Implementation Office, Robert Salewytch, Transit Planning Coordinator; Alex Morrison, Planner, Planning and Development Services; and reviewed by Helen Chamberlain, Director, Financial Management & Planning/Deputy Treasurer. The IMTWG provided significant input into this analysis, particularly Tim Luey (SCT), Dave Stuart (WT), and Carla Stout (NFT).

Appendices

Appendix 1 Detailed Financial Impact by Transit Operator
 Appendix 2 Summary of NCSAC U-Pass Negotiations

Detailed Financial Impact by Transit Operator

The following financial tables provide a breakdown by transit operator for individual operating and capital impacts. Included in the operating impacts are estimates for changes to net direct operating costs including fare equalization, indirect costs, and incremental revenue obtained through NCSAC and BUSU tap recovery rates. The ridership changes influence PGT funds and are therefore estimated as capital impacts. The capital impacts derived through PGT are divided into changes in base ridership PGT at current funding level (2 cents per litre), base ridership at future potential funding (increasing to 4 cents per litre) and reductions in cross transit ridership (transfers between transit systems). Additional capital impacts are estimated through service changes and subsequent changes in capital requirements.

Niagara Region

The annual net operating cost estimates rely heavily on the revenue projections and estimated ridership. The total estimated 2022 revenue for NCSAC U-Pass privileges is \$5.6M with \$3.3M going to NRT and \$2.3M going to local transit operators. Based on the 2018 full enrollment of 9,000 students this equates to an annual fee of \$624 compared to 12 monthly passes for \$1,900. The 2018 estimated U-Pass uptake at NCSAC is 55% or 4,950 students and would generate \$6.3M if they each purchased 8 months at full cost (\$160.00). Based on our current pass revenue share of 55% to NRT and 45% to local this would generate \$3.4M for the Region and \$2.8M to the local transit operators.

Table 5: Niagara Region Transit Operating and Capital Budget Impact

<i>Net Cost/(Savings) compared to 2017 base service</i>		2018	2019	2020	2021	2022	2018 - 2022 Cummulative Impact
Niagara Region							
Operating	Net Direct Operating Cost	433,308	3,313,808	8,365,731	8,638,796	8,985,696	\$29,737,339
	Contingency (5%)	-	165,690	418,287	431,940	449,285	\$ 1,465,202
	Capital Debt Financing	-	1,629,504	1,629,504	1,629,504	1,629,504	\$ 6,518,016
	Marketing, Promotion & Signage	-	200,000	200,000	200,000	200,000	\$ 800,000
	Information Technology Services (ITS)	-	30,000	30,000	30,000	30,000	\$ 120,000
	FTE's & Training	-	300,000	300,000	300,000	300,000	\$ 1,200,000
Capital	Current PGT - Base Ridership Change	-	(21,500)	(83,439)	(146,354)	(149,859)	\$ (401,152)
	Future PGT Opportunity	-	(3,254)	(23,233)	(87,178)	(205,754)	\$ (319,419)
	Lost Cross Transit PGT	-	-	-	-	-	\$ -
	Incremental Capital Requirement	3,275,000	13,900,000	-	-	-	\$17,175,000
Net Financial Impact		3,708,308	19,514,248	10,836,849	10,996,708	11,238,873	\$56,294,986

Note: base financial data collected from IMTWG for 2017 statistics or used 2016 reported CUTA statistics

The historic use of PGT for operating expenses has been eliminated in the 2019 net operating budget. The additional \$267,000 in annual PGT plus the incremental PGT from the proposed service changes should be allocated for future capital replacement. Opportunities also exist in Fort Erie and Port Colborne for additional PGT with changes in MTO and CUTA reporting. These opportunities are described in more detail below.

St. Catharines

The incremental tap revenue realized through joint NCSAC negotiations may allow for reinvestment in local services. The reduction in PGT is offset by the reduced capital requirements to service the post-secondary routes however there will not be a reduction in SCT fleet but rather a capital redeployment to meet other service pressures.

Table 6: St. Catharines Transit Operating and Capital Budget Impact

<i>Net Cost/(Savings) compared to 2017 base service</i>	2018	2019	2020	2021	2022	2018 - 2022 Cummulative Impact
St. Catharines						
Operating						
Net Operating Cost	-	-	(16,705)	(16,705)	(16,705)	\$ (50,115)
Tap Revenue	(80,753)	(198,590)	(284,481)	(391,844)	(445,526)	\$ (1,401,193)
Capital						
Current PGT - Base Ridership Change	-	5,703	25,427	43,551	43,551	\$ 118,232
Future PGT Opportunity	-	(679)	786	13,615	31,734	\$ 45,456
Lost Cross Transit PGT	-	687	1,490	1,766	2,325	\$ 6,268
Incremental Capital Requirement	(39,039)	(52,117)	(67,083)	(67,083)	(67,083)	\$ (292,405)
Net Financial Impact	(119,792)	(244,996)	(340,566)	(416,700)	(451,703)	\$ (1,573,757)

Note: base financial data collected from IMTWG for 2017 statistics or used 2016 reported CUTA statistics

Niagara Falls

Currently, \$532,000 of the total annual PGT funding is applied to operating costs, the incremental revenue realized through the increased U-Pass tap rates could offset the need for PGT and direct more funds into future capital investment /replacement.

The reduction in PGT is offset by the reduced capital requirements to service the post-secondary routes however there will not be a reduction in NFT fleet but rather a capital redeployment to meet other service pressures. NFT is in the final stage of completing its 30 minute headway service levels and have advised NRT that locally-provided buses delivering NRT service in 2018 are required effective September 2019 to deliver local service. This will allow for net new service enhancements at the local level in Niagara Falls.

Table 7: Niagara Falls Transit Operating and Capital Budget Impact

<i>Net Cost/(Savings) compared to 2017 base service</i>	2018	2019	2020	2021	2022	2018 - 2022 Cummulative Impact
Niagara Falls						
Operating						
Net Operating Cost	-	-	(9,376)	(9,376)	(9,376)	\$ (28,128)
Tap Revenue	(54,384)	(108,333)	(256,196)	(441,026)	(533,440)	\$ (1,393,379)
Capital						
Current PGT - Base Ridership Change	-	15,798	31,595	31,595	31,595	\$ 110,584
Future PGT Opportunity	-	-	3,399	9,877	23,022	\$ 36,299
Lost Cross Transit PGT	-	687	1,490	1,766	2,325	\$ 6,268
Incremental Capital Requirement	(31,785)	(30,781)	(104,366)	(104,366)	(104,366)	\$ (375,664)
Net Financial Impact	(86,169)	(122,630)	(333,454)	(511,529)	(590,239)	\$ (1,644,021)

Note: base financial data collected from IMTWG for 2017 statistics or used 2016 reported CUTA statistics

Welland

Current discussions are underway between Welland and the IMTWG finance team to confirm the most recent ridership impacts resulting from the proposed service changes. The IMTWG finance team continues to review the numbers to ensure they appropriately capture the operating and forecasted ridership that respects the consolidation efforts, while balancing the current and short term impacts of these efforts.

As a result of the 2019 IMT route consolidation which incorporates new rider-driven service changes including adding a new stop at the Niagara College Welland Campus, the annual ridership impact is estimated at approximately 205,000 less rides for the elimination of the locally operated post-secondary routes plus upwards of 100,000 from lost cross-transit rides (resulting from NRT 60/65 now traveling one stop beyond the Welland Transit terminal to the college campus). The projected annual ridership reductions may reduce annual tap revenues in 2019 by \$4,000 (compared to the 2017 base of \$120,000); however as tap recovery rates increase beyond \$0.60 per ride, expected losses in ridership are compensated by increased tap recovery rates resulting in annual savings.

Table 8: Welland Transit Operating and Capital Budget Impact

<i>Net Cost/(Savings) compared to 2017 base service</i>	2018	2019	2020	2021	2022	2018 - 2022 Cummulative Impact
Welland						
Operating						
Net Operating Cost	-	-	(7,016)	(7,016)	(7,016)	\$ (21,047)
Tap Revenue	(4,216)	3,988	(30,386)	(73,353)	(94,837)	\$ (198,804)
Capital						
Current PGT - Base Ridership Change	-	-	22,957	55,019	55,019	\$ 132,994
Future PGT Opportunity	-	(1,162)	(980)	17,200	40,090	\$ 55,148
Lost Cross Transit PGT	-	10,302	29,798	35,315	46,508	\$ 121,923
Incremental Capital Requirement	-	(54,167)	(162,500)	(162,500)	(162,500)	\$ (541,667)
Net Financial Impact	(4,216)	(41,039)	(148,126)	(135,336)	(122,736)	\$ (451,452)

Note: base financial data collected from IMTWG for 2017 statistics or used 2016 reported CUTA statistics

Currently the PGT allocation to Welland is comprised of 68% funding through population and 32% through ridership; therefore ridership impacts do not translate into significant impacts on annual PGT allocations (as seen in PGT projections outlined in Table 4 under Financial Considerations). Overall, the reductions in PGT are estimate to be less than the gains realized through the provincial increased funding from 2 cents to 4 cents per litre.

Table 9: Welland Transit PGT per Bus Impact

Provincial Gas Tax Projections (based on Proposed NR Operational Plan)	2016-2017	2021	2022
PGT Allocation	663,023	842,445	1,121,112
Bus Fleet	18	15	15
PGT per Bus	36,835	56,163	74,741

In addition, the reduction in PGT is offset by the reduced capital requirements to service the post-secondary routes thereby reducing the overall fleet at WT. The reduced fleet size and increased overall PGT allocations result in a net capital gain for future capital replacement. The 2016-17 PGT funding provided \$36,835 per bus per year, the funding available per bus after all route consolidations, is estimated at \$56,000 by 2021 and \$74,000 by 2022.

Fort Erie

The 2019 NRT service plan will transfer Fort Erie's (FE) share of the FE Link service to NRT. The reduction in operating costs results in more than a 26% cost savings to FE transit. The reduction in PGT is less than 1% of their 2016-17 allocation. FE Transit applied \$118,000 of PGT funding to their 2016 operating costs. The cost savings associated with the 2019 NRT service plan reduces FE Transit's the net operating budget by \$164,000 which is greater than the PGT funding utilized for operating expenses. The net savings to FE transit is \$55,000 which should be re-invested back into local or regional transit service expansions.

Table 10: Fort Erie Operating and Capital Budget Impact

<i>Net Cost/(Savings) compared to 2017 base service</i>	2018	2019	2020	2021	2022	2018 - 2022 Cumulative Impact
Fort Erie						
Operating						
Net Operating Cost	-	76,720	(159,432)	(159,432)	(159,432)	\$ (401,575)
Tap Revenue	-	-	-	(2,438)	(4,875)	\$ (7,313)
Capital						
Current PGT - Base Ridership Change	-	-	941	1,694	1,694	\$ 4,329
Future PGT Opportunity	-	(36)	20	530	1,234	\$ 1,748
Lost Cross Transit PGT	-	-	-	-	-	\$ -
Incremental Capital Requirement	-	-	-	-	-	\$ -
Net Financial Impact	-	76,684	(158,470)	(159,646)	(161,379)	\$ (402,810)

Note: base financial data collected from IMTWG for 2017 statistics or used 2016 reported CUTA statistics

Table 11: Fort Erie Transit Spending and PGT Opportunity

	2016-2017	2021	2022
Net Operating	627,398	463,091	463,091
less PGT used for Operating	118,912	-	-
Revenue	36,972	27,290	27,835
Municipal own Spending on Transit	545,458	490,381	490,927
PGT Actual 2018	285,076		
PGT Forecast without 75% threshold	285,076	390,599	522,568
PGT Forecast with 75% threshold		367,786	368,195
Lost PGT	-	(22,813)	(154,373)

The total annual PGT allocation is based on a formula where funding cannot exceed 75% of a municipality's own spending on transit. The use of PGT for operating costs can reduce the eligible amount the province will allocate. The cost savings will reduce

the necessity of using PGT for operating expenses and increase the available funds for capital investment/replacement. However, as the provincial envelope increases to 4.0 cents per litre, the reduced net operating costs will result in a lost opportunity of up to \$154,000 in PGT funding for FE Transit by 2022 (and each year thereafter). An opportunity to recover this potential lost funding is through joint reporting through NRT.

Port Colborne

The 2019 NRT service plan will transfer Port Colborne's (PC) share of the PC Link service to NRT. The reduction in operating costs results in more than a 70% cost savings to PC transit. The reduction in PGT is less than 2% of their 2016-17 allocation. PC Transit applied \$99,000 of PGT funding to their 2016 operating costs and reduced their eligible PGT funding by an estimated \$20,000. The cost savings associated with the proposed NRT service plans reduces the net operating budget by \$171,000 which is greater than the PGT funding utilized for operating expenses. The net savings to PC transit is \$110,000 which should be re-invested back into local or regional transit service expansions.

Table 12: Port Colborne Operating and Capital Budget Impact

<i>Net Cost/(Savings) compared to 2017 base service</i>	2018	2019	2020	2021	2022	2018 - 2022 Cummulative Impact
Port Colborne						
Operating						
Net Operating Cost	-	(70,998)	(169,991)	(169,991)	(169,991)	\$ (580,972)
Tap Revenue	-	-	-	(875)	(1,750)	\$ (2,625)
Capital						
Current PGT - Base Ridership Change	-	-	1,040	1,559	1,559	\$ 4,159
Future PGT Opportunity	-	(33)	56	488	1,136	\$ 1,647
Lost Cross Transit PGT	-	-	-	-	-	\$ -
Incremental Capital Requirement	-	-	-	-	-	\$ -
Net Financial Impact	-	(71,031)	(168,896)	(168,819)	(169,045)	\$ (577,791)

Note: base financial data collected from IMTWG for 2017 statistics or used 2016 reported CUTA statistics

Using the similar PGT analysis applied to FE Transit, the reduced net operating costs for PC Transit will result in a lost opportunity of up to \$213,000 of PGT funding by 2022 (and each year thereafter). As is the case with FE Transit, an opportunity to recover this potential lost funding is through joint reporting through NRT.

Table 13: Port Colborne Transit Spending and PGT Opportunity

	2016-2017	2021	2022
Net Operating	245,956	74,215	74,215
less PGT used for Operating	99,465	-	-
Revenue	54,870	16,556	16,888
Municipal own Spending on Transit	201,361	90,771	91,102
PGT Actual 2018	151,021		
PGT Forecast without 75% threshold	174,981	205,580	282,093
PGT Forecast with 75% threshold	151,021	68,078	68,327
Lost PGT	(23,960)	(137,501)	(213,766)

Summary of NCSAC U-Pass Negotiations

What We Heard From NCSAC (Mar. 2018)

- Find efficiencies to IMT system by removing redundancies (charter routes)
- Connect Niagara College (Welland) campuses with IMT routes
- Year-round service (Sept. through August)
- Reduce myriad of contracts – NCSAC as customer vs. contractor
- NCSAC willing to contribute their fair share towards service enhancements
- Acknowledge student contributions in Niagara for transit among lowest in provincial comparator institutions

Table 14: Outlook for future fare revenues – NCSAC

	2018-19	2019-20	2020-21
	(Million)	(Million)	(Million)
IMT Projected Operating Costs	\$8.1	\$13.1	\$15.1
Revenues - NCSAC			
Revenues IMT Routes			
• (Niagara Region)	\$2.7*	\$3.8	\$4.3
Revenues Local Routes			
Rate (cents/ tap)	60	75	100
• Niagara Falls	\$0.5	\$0.7	\$0.9
• St. Catharines	\$0.3	\$0.3	\$0.4
• Welland	\$0.1	\$0.2	\$0.2
Sub-total (Local)	\$0.9	\$1.2	\$1.6
Total (IMT + Local)	\$3.6	\$4.9	\$5.9

*Includes revenues for Pelham, Fort Erie, Port Colborne, #26, Brock link and NOTL Link routes that go to St. Catharines Transit and Welland Transit in 2018-19

Note: Revenue request could be affected by changes to operating costs beyond 2% inflation and changes to the adult fare rates

Subject: Inter-Municipal Transit Capital Plan, 2019

Report to: Linking Niagara Transit Committee

Report date: Wednesday, September 12, 2018

Recommendations

That this report **BE RECEIVED** for information and reviewed in conjunction with the Inter-Municipal Transit (IMT) Service Implementation Strategy (LNTC-C 21-2018) and the IMT Financial Impact Analysis (LNTC-C 22-2018).

Key Facts

- The purpose of this report is to summarize the Niagara Region Transit (NRT) forecasted total capital cost requirements resulting from the proposed inter-municipal transit (IMT) service implementation strategy outlined in LNTC-C 21-2018.
- The estimated five year NRT total capital cost is \$28.7M.
- The Phase 1 service plan, beginning September 2018, will require three buses in addition to the current NRT fleet of 11 buses. Two refurbished buses were purchased from St. Catharines with 2018 capital funds.
- The Phase 2 service plan, beginning September 2019, will require an additional 17 buses, 3 of which will be procured in 2018 with existing 2018 capital funds. The total fleet size required to accommodate all incremental service hours proposed in Phase 1 and Phase 2 is 31 buses.
- Together with other municipal partners, Niagara advanced a discussion about provincial funding and the importance of investment in Niagara's future transit and GO expansion at the recent AMO conference in a meeting with the new Minister of Transportation. Discussions are ongoing with MTO at both the political and staff levels to seek opportunities to expand and enable the transit plan outlined in the inter-municipal transit (IMT) service implementation strategy (LNTC-C 21-2018).

Financial Considerations

The Dillion Report¹ outlines operational improvements required to implement a consolidated and enhanced inter-municipal transit system. In order to realize these improvements, over the next five years (2018 through 2022) a total of \$28.7M is required to resource NRT capital needs outlined in LNTC-C 21-2018.

¹ Niagara Transit Service Delivery and Governance Strategy, 2017

2018 approved capital expenditures of \$3.3M were required for the refurbishment of three 40-foot buses (\$0.4M), the purchase of one 40-foot bus (\$0.8M) plus the purchase of two 60-foot articulated buses (\$2.1M). The refurbished buses have been procured and will be in service prior to September 2018 for Phase 1 implementation. The balance of 2018 capital expenditures are being procured in advance of Phase 2 implementation and will be utilized to meet the enhanced service requirements of Phase 2. The approved 2018 NRT capital budget for \$3M was initiated through PW 19-2018, and the remainder is being covered through the capital variance reserve.

An additional \$13.9M is required to be expended in 2019 in order to acquire four 60-foot articulated buses (\$4.0M) and ten 40-foot buses (\$6.5M) as well as a total of \$3.4M for a smartcard fare box, transit stop upgrades, ITS components (mobile ticketing and Wi-Fi) and refurbishments. All three new bus purchases in 2018 as well as 2019 capital expenditures will be procured and in service prior to Phase 2 implementation of September 2019.

From 2020-2022 total capital requirements are forecasted at \$11.5M in order to replace and refurbish existing fleet as the useful life of these assets are diminished from operations.

Analysis

The current NRT fleet size of 11 buses is insufficient to meet the service levels targeted for Phase 1 and Phase 2. In 2017, NRT provided 41,000 service hours. The proposed IMT Service Implementation Strategy outlined in LNTC-C 21-2018 requires an increase to 48,000 service hours in 2018; 89,000 service hours in 2019; and targeting 151,000 service hours once both Phase 1 and Phase 2 service levels are annualized.

Phase 1 implementation is targeted for September 2018 and Phase 2 implementation is targeted for September 2019 as outlined in LNTC-C 21-2018. In order to meet the implementation targets and increased service levels, NRT's fleet size will require 14 buses for Phase 1 rollout and 31 total buses for Phase 2 rollout. A total NRT fleet size of 31 is required in order to continue to meet desired service levels of 151,000 hours as projected in LNTC-C 21-2018. The increased bus fleet will require future maintenance refurbishments to ensure they remain operational throughout their full useful lives as well as future capital replacement expenditures once they are no longer functional.

A lag time of approximately 9-12 months exists between procurement and fleet delivery. Therefore in order to meet implementation timeline targets, it is imperative that the capital requirements forecasted are procured well in advance of service enhancement, as outlined above and further detailed in LNTC-C 21-2018. Successful implementation and realization of timeline targets will help facilitate the development and finalization of a governance framework for the IMT transit service and eliminate the requirement for NRT to rely on local transit fleet on inter-municipal routes.

At this time, the capital forecast does not include major capital needs contained in Phase 3 enhancements as outlined in LNTC-C 21-2018. The capital forecast will be refined as more information becomes available through various studies that are being undertaken during the Phase 1 and Phase 2 enhancements.

Alternatives Reviewed

The forecasted capital requirements were based on an accelerated timeline of September 2019 for implementation for Phase 1 and Phase 2 service changes. A delayed timeline extending implementation dates further was considered. The overall capital costs are assumed to escalate annually at inflation; however, the capital requirements would not change. Alternative dates beyond September 2019 are not recommended so that the benefits of enhanced service can be realized as quickly as possible and implemented in advance or in conjunction with the arrival of daily GO Rail Expansion into the Niagara Region.

Relationship to Council Strategic Priorities

Moving People and Goods:

People need reliable and effective transportation modes that allow them to easily move from where they live to places such as work, leisure, health care, and education. In conjunction with LNTC-C 22-2018 and LNTC-C 23-2018, this plan directly advances the following key Council Strategic Priorities:

- Provincial commitment to GO Rail expansion in Niagara
- Support local municipalities in developing long-term solution for transit.

Other Pertinent Reports

LNTC-C 21-2018 IMT Service Implementation Strategy
LNTC-C 22-2018 IMT Financial Impact Analysis
LNTC-C 8-2018 - Niagara Region Transit Operating Agreement
CAO 8-2017 - Niagara Region's Transit Service Delivery and Governance Strategy

Prepared by:

Matt Greenfield, CPA, CA
Program Financial Analyst
Enterprise Resource Management
Services

Recommended by:

Ron Tripp, P. Eng.
Commissioner
Public Works Department

Submitted by:

Carmelo D'Angelo, BSc, MPA
Chief Administrative Officer

This report was prepared by Matt Greenfield, Program Financial Analyst, Enterprise Resource Management Services, in consultation with the Transit Operators, Members of the Inter-Municipal Transit Working Group; Matt Robinson, Director, GO Implementation Office; Kumar Ranjan, Transportation Lead GO Implementation Office; Robert Salewytch, Transit Service Planning Coordinator; and reviewed by Heather Talbot, Financial and Special Projects Consultant, Financial Management and Planning, and Helen Chamberlain, Director of Financial Management Planning and Deputy Treasurer, Enterprise Resource Management Services.



Township of Wainfleet

"Wainfleet - find your country side!"

October 4, 2018

The Honourable Doug Ford
Premier of Ontario
Legislative Building
Queen's Park
Toronto ON M7A 1A1
premier@ontario.ca

The Honourable Jeff Yurek
Minister of Natural Resources
Whitney Block 6th Flr Rm
6630, 99 Wellesley St W
Toronto, ON M7A 1W3
jeff.yurek@pc.ola.org

SENT VIA EMAIL

RE: Township of Wainfleet Resolution Regarding the appointment of an NPCA Supervisor

Honourable and Dear Sirs,

The Municipal Council for the Township of Wainfleet, at its regular meeting held on October 2, 2018 passed the following resolution:

Resolution No. C-273-2018

Moved By Betty Konc
Seconded By Richard Dykstra

"**WHEREAS** the NPCA has reduced staff which may have a negative impact on their ability to protect and preserve the lands which it is mandated to manage;

WHEREAS the NPCA has taken other controversial actions that display poor decision making at the taxpayers expense, and demonstrates an inability to operate in a transparent and accountable fashion, within the standards set by the Provincial Government,

THEREFORE BE IT RESOLVED that Wainfleet requests the Premier of the Province of Ontario, and or the Minister of Natural Resources, immediately appoint a supervisor to oversee the operations of the NPCA."

Carried

We thank you for your consideration of this matter. If you have any questions, please do not hesitate to contact the undersigned.

Regards,



William J. Kolasa
Chief Administrative Officer/ Clerk
wkolasa@wainfleet.ca

CC: Sam Oosterhoff, MPP-Niagara West
Jeff Burch, MPP-Niagara Centre
Niagara Region
Niagara Peninsula Conservation Authority
Local Area Municipalities



Whe. Ships Climb The Mountain...

October 31, 2018

Doug Ford
Premier of Ontario
Room 281, Legislative Building, Queen's Park
Toronto, ON M7A 1A1

premier@ontario.ca

Dear Premier Ford:

Re: Appointment of Niagara Peninsula Conservation Authority (NPCA) Supervisor

Please be advised Thorold City Council, at its October 2, 2018 meeting, adopted the following resolution:

1. That the Province of Ontario appoint a supervisor to the NPCA for no longer than a 2 year period as outlined in the Auditor General's Report.
2. That this motion be forwarded to all area municipalities, area MPP's, and MP's for their support.

Yours truly,



Donna Delvecchio
City Clerk

DD:cd

ec: M. Dilwaria, Chief Administrative Officer

V. Badawey, MP, Niagara Centre, vance.badawey@parl.gc.ca

J. Burch, MPP, Niagara Centre, JBurch-QP@ndp.on.ca

Local Area Municipalities

City of Thorold

P.O. Box 1044, 3540 Schmon Parkway, Thorold, Ontario L2V 4A7

www.thorold.com

Tel: 905-227-6613



Community Services

Legislative Services

November 21, 2018
File #120203

Sent via Email: donna.delvecchio@thorold.com

Donna Delvecchio, City Clerk
City of Thorold
P.O. Box 1044, 3540 Schmon Parkway
Thorold, ON L2V 4A7

Dear Ms. Delvecchio:

Re: Niagara Peninsula Conservation Authority Board – Supervisor

The Municipal Council of the Town of Fort Erie at its meeting of November 19, 2018 received and supported the motion passed by the Council of the City of Thorold on October 2, 2018 requesting the Province of Ontario appoint a Supervisor to the Niagara Peninsula Conservation Authority Board for no longer than a 2 year period.

Trusting this information will be of assistance to you.

Yours very truly,

Carol Schofield, Dipl.M.A.
Manager, Legislative Services/Clerk
cschofield@forterie.ca

CS:dlk
c.c.

The Honourable Doug Ford, Premier of Ontario Sent via email: premier@ontario.ca
Bonnie Lysyk, Auditor General of Ontario Sent via email: bonnie.lysyk@auditor.on.ca
Rob Nicholson, MP-Niagara Falls, Parliament of Canada Sent via email: rob.nicholson@parl.gc.ca
Vance Badawey, MP-Niagara Centre Sent via email: vance.badawey@parl.gc.ca
Chris Bittle, MP-St. Catharines Sent via email: chris.bittle@parl.gc.ca
Wayne Gates, MPP-Niagara Falls, Legislative Assembly of Ontario Sent via email: wgates-co@ndp.on.ca
Sam Oosterhoff, MPP-Niagara West-Glanbrook, Legislative Assembly of Ontario Sent via email: sam.oosterhoff@pc.ola.org
Jennifer Stevens, MPP-St. Catharines Sent via email: JStevens-CO@ndp.on.ca
Jeff Burch, MPP-Niagara Centre Sent via email: JBurch-QP@ndp.on.ca
Niagara Local Area Municipalities Sent via email

Mailing Address:

The Corporation of the Town of Fort Erie
1 Municipal Centre Drive, Fort Erie ON L2A 2S6

Office Hours 8:30 a.m. to 5:00 p.m. Phone: (905) 871-1600 FAX: (905) 871-4022

Web-site: www.forterie.ca



November 28, 2018

Jennifer Stevens, MPP-St. Catharines
 Jeff Burch, MPP-Niagara Centre
 Wayne Gates, MPP-Niagara Falls
 Sam Oosterhoff, MPP-Niagara West
 Ann-Marie Norio, Regional Clerk, Niagara Region
 Niagara Local Area Municipalities

**Re: Appointment of Supervisors for Conservation Authorities
 Our File No. 35.11.2**

At its meeting held on November 26, 2018, St. Catharines City Council approved the following motion:

That we urge the Province to create the ability for the Ministry to appoint a Supervisor for Conservation authorities; and

That Regional Council appoint an interim Board of Directors until all citizen appointments have been made for the NPCA at the first meeting of the new term of Regional Council; and

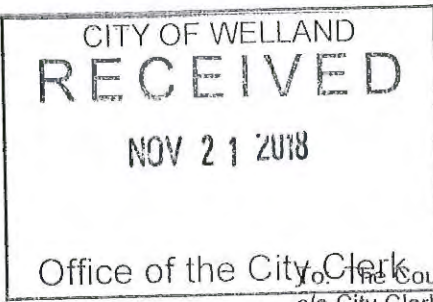
That the new board look at the NPCA Foundation as per the comment of the Auditor General; and

Further, that all Niagara municipalities and MPPs, the Ministry of Natural Resources, the Auditor General and the Premier be informed.
 FORTHWITH

If you have any questions, please contact the Office of the City Clerk at extension 1524.

Bonnie Nistico-Dunk, City Clerk
 Legal and Clerks Services, Office of the City Clerk
 :em

cc: Premier Doug Ford
 Ministry of Natural Resources and Forestry
 Office of the Auditor General of Ontario
 Niagara Peninsula Conservation Authority



Schedule "C"

PRESCRIBED FORM OF PETITION

Office of the City Clerk
 To: The Council of the City of Welland
 c/o City Clerk
 60 East Main Street
 Welland, ON L3B 3X4

I/We the undersigned, petition the Council of the City of Welland as follows:

**Subject: Application for Draft Plan Vacant Land Condominium file # 26T-14-18006
 AGAINST**

PRINTED NAME	PRINTED ADDRESS	SIGNATURE
James Fini	56 Santone Ave	James Fini
John Fini	56 Santone Ave	John Fini
Coral Fini	56 Santone Ave	Carol Fini
Tammi Bourque	30 Perenack Ave	T Bourque
Pierre Bourque	30 Perenack Ave	P. Bourque
Amy Bourque	30 Perenack Ave	A. Bourque
Derek Clark	241 Santone Ave	D Clark
DIANE REID	819 Santone Ave	D Reid
Fred Ross	83 Santone	F Ross
N. McRae	47 Clifford Ave	N McRae
P Bourque	17 Clifford Ave	P Bourque
Alette Bourque	30 Perenack Ave	Alette Bourque
WAYNE BENTLEY	26 Perenack Ave	Wayne Bentley
PAM GOOBIE	16 Perenack Ave	Pam Goolie
DAVE COWELL	16 PERENACK	Dave Cowell
KEVIN HOLKSTRA	10 PERENACK	Kevin Holkstra
MICKEY VICKERS	5 Clifford Ave.	M Vickers
Pierre Vincetello	32 Perenack Ave	P Vincetello
Tammy Vincetello	32 Perenack	Tammy Vincetello

By signing this petition, I hereby acknowledge that this petition will become a record belonging to the City of Welland and that all information contained in this petition will be available for viewing by the public and may be reproduced in a future Council Agenda.

18-96

Schedule "C"

PRESCRIBED FORM OF PETITION

To: The Council of the City of Welland
 c/o City Clerk
 60 East Main Street
 Welland, ON L3B 3X4

I/We the undersigned, petition the Council of the City of Welland as follows:

**Subject: Application ~~for~~ Draft Plan Vacant Land Condominium file # 26T-14-18006
 AGAINST**

PRINTED NAME	PRINTED ADDRESS	SIGNATURE
DIANNE LYLE	42 CLIFFORD AVE	Dianne Lyle
LES JOHNSON	44 CLIFFORD	Leslie Johnson
April Paquet	52 CLIFFORD	April Paquet
JOHN MACARI	51 CLIFFORD	John Macari
JEANETTE DUTKA	68 CLIFFORD	Jeanette Dutka
ANDY TORTIER	68 CLIFFORD	Andy Tortier
Kim Blanchard	116 ST GEORGE ST	Kim Blanchard
TONINA BELLINI	124 ST. GEORGE ST.	Tonina Bellini
EA COX	128 ST GEORGE	EA Cox
JOE GAROFALO	131 ST. GEORGE ST.	Joe Garofalo
ROB GAROFALO	131 ST. GEORGE ST	ROB GAROFALO
ANNA GAROFALO	131 ST. GEORGE ST.	ANNA GAROFALO
Mark Celi	105 ST. GEORGE ST.	M C
MARC SARRY	163 Broadway	Marc Sarry
Luann Turcotte	228 GROSS ST.	L. Turcotte
Carol Aucoin	265 Clifford AVE.	Carol AuCoin
DEBBIE SMYTH	222 SANTONG AVE	Debbie Smyth
RICK SMYTH	" "	Rick Smyth
Tammy Carver	144 St George St	Tammy Carver

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Schedule "C"

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To: The Council of the City of Welland
 c/o City Clerk
 60 East Main Street
 Welland, ON L3B 3X4

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**Subject: Application ~~for~~ Draft Plan Vacant Land Condominium file # 26T-14-18006
 AGAINST**

PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Cody Johnston	770 Broadway	C Johnston
Jennie Pullinger	770 Broadway	J Pullinger
Linda Dolan	742 Broadway	Linda Dolan
GERRI LABRIE	839 BROADWAY	Geri Labrie
Ruby & Karen Heron	900 Broadway	R Heron
ANDRÉ LABRIE	839 Broadway	André Labrie
Laurie Carey	92 St George St	Laurie Carey
TOM HODGKINS	174 BROADWAY	Tom Hodgkin
Brian Sny	606 Broadan	
Crystal Goicochea	49 St George St	C. Goicochea
Les Phillips	23 Trufal Ave	Les Phillips
Mary Phillips	23 TRUFAL AVE.	Mary Phillips
RADDY JOHNSON	29 TRUFAL AVE	Raddy Johnson
AMELIA ROBERTS	81 ST. GEORGE ST.	A Roberts
Troy Nicholls	98 St. George St	Troy Nicholls
RANDY NICHOLLS	" "	R Nicholls
JOHN BUTERA	42 ST. GEORGE	John Butera

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Schedule "C"

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To: The Council of the City of Welland
 c/o City Clerk
 60 East Main Street
 Welland, ON L3B 3X4

I/We the undersigned, petition the Council of the City of Welland as follows:

**Subject: Application for Draft Plan Vacant Land Condominium file # 26T-14-18006
 AGAINST**

PRINTED NAME	PRINTED ADDRESS	SIGNATURE
CAROLE PLOURDE	105 ST. GEORGE ST.	<i>C. Plourde</i>
ANDREW PANTON	105 ST. GEORGE ST.	<i>Andrew Panton</i>
TED PHILLIPS	108 " " "	<i>T. Phillips</i>
Helen Stewart	106 " " "	<i>H. Stewart</i>
MARISA BATTALINI	33 TRUFALC	<i>Marisa Battalini</i>
BALPH BATALINI	33 TRUFALC ST.	<i>Ralph Batalini</i>
LAVRA VATTET	15 ST GEORGE	<i>Laura Vattet</i>
GLORIA MARCHIONDA	131 BROADWAY AVE	<i>Gloria Marchionda</i>
WILLIAM KELDER	203 BROADWAY	<i>W. Kelder</i>
JODY LYON KELDER	203 BROADWAY	<i>Jody Kelder</i>
ALEXANDRIA KELDER	203 BROADWAY	<i>Alex Kelder</i>
Lauren Smith	234 BROADWAY	<i>Lauren Smith</i>
Brant PARKER	234 BROADWAY	<i>Brant Parker</i>
GUY HAGUE	230 BROADWAY	<i>Guy Hague</i>
Elizabeth Bowyer	8 Clifford Ave	<i>Elizabeth Bowyer</i>
Reanne Burnish	16 Clifford Ave	<i>Reanne Burnish</i>
Kayla Kinross	25 Clifford Ave	<i>Kayla Kinross</i>
ANDRKYLYE	49 Clifford Ave	<i>Andrkylye</i>

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Schedule "C"

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To: The Council of the City of Welland
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 60 East Main Street
 Welland, ON L3B 3X4

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**Subject: Application for Draft Plan Vacant Land Condominium file # 26T-14-18006
 AGAINST**

PRINTED NAME	PRINTED ADDRESS	SIGNATURE
SHIRLEY SMITH	152 ST. GEORGE ST	Shirley Smith
S. SMITH	152 ST. GEORGE ST	S. Smith
K. Smith	155 St George St	K. Smith
J. Smith	155 St George St	J. Smith
J. BRKLJACIC	91 ST. GEORGE ST.	J. Brkljacic
C. MANTESSO	91 ST. GEORGE ST.	C. Mantesso
N. TURKOVICH	37 TRUFAL AVE	N. Turkovich
K. TURKOVICH	37 TRUFAL AVE	K. Turkovich
A. Spadzinski	42 TRUFAL AVE	A. Spadzinski
K. Sceppacergua	42 TRUFAL AVE	K. Sceppacergua
Alma Rainville	59 Trufal Ave.	Alma Rainville
REAL Rainville	59 Trufal AVE	Real Rainville
Verna Juhlke	58 Trufal Ave.	Verna Juhlke
Tom Juhlke	58 Trufal Ave.	Tom Juhlke
MARQUIS RODRIGUES	102 ST GEORGE	M. Rodrigues
TARAS PETRUSZK	106 ST GEORGE	T. Petruszk
Laurie Springer	51 CLIFFORD AVE	L. Springer
Melissa Doucet	615 Broadway	M. Doucet
Megan Kennedy	730 Broadway	M. Kennedy

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To: The Council of the City of Welland
c/o City Clerk
60 East Main Street
Welland, ON L3B 3X4

I/We the undersigned, petition the Council of the City of Welland as follows:

Subject: Application for Draft Plan Vacant Land Condominium file # 26T-14-18006
AGAINST

PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Julie Bover	346 ST. GEORGE	<i>[Signature]</i>
Corinne J. ...	342 ST. GEORGE	<i>[Signature]</i>
Jean Karabic	351 St George St	<i>[Signature]</i>
Grka Badynski	30 Clifford Ave	<i>[Signature]</i>
TRENE BRAONAM	302 Marshall	<i>[Signature]</i>
Robby BRAONAM	302 Marshall	<i>[Signature]</i>

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Schedule "C"

PRESCRIBED FORM OF PETITION

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**Subject: Application for Draft Plan Vacant Land Condominium file # 26T-14-18006
 AGAINST**

PRINTED NAME	PRINTED ADDRESS	SIGNATURE
Natascha Vincetti	32 Pereneckay	<i>Natascha Vincetti</i>
Lori Schellenberg	45 Broadway	<i>(Schellenberg)</i>
DEMISE BOURQUE	27 Bosnich Ave	<i>(Bourque)</i>
THOMAS DILLON	27 Bosnich Ave	<i>Thomas Dillon</i>
LIAM DILLON	27 Bosnich Ave	<i>Liam Dillon</i>
SARAH DILLON	27 Bosnich Ave	<i>Sarah Dillon</i>
HENRY EVERS	55 St George	<i>Henry Evers</i>
Henry Evers	55 St George	<i>H</i>

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