



2017 OPERATING & CAPITAL BUDGET



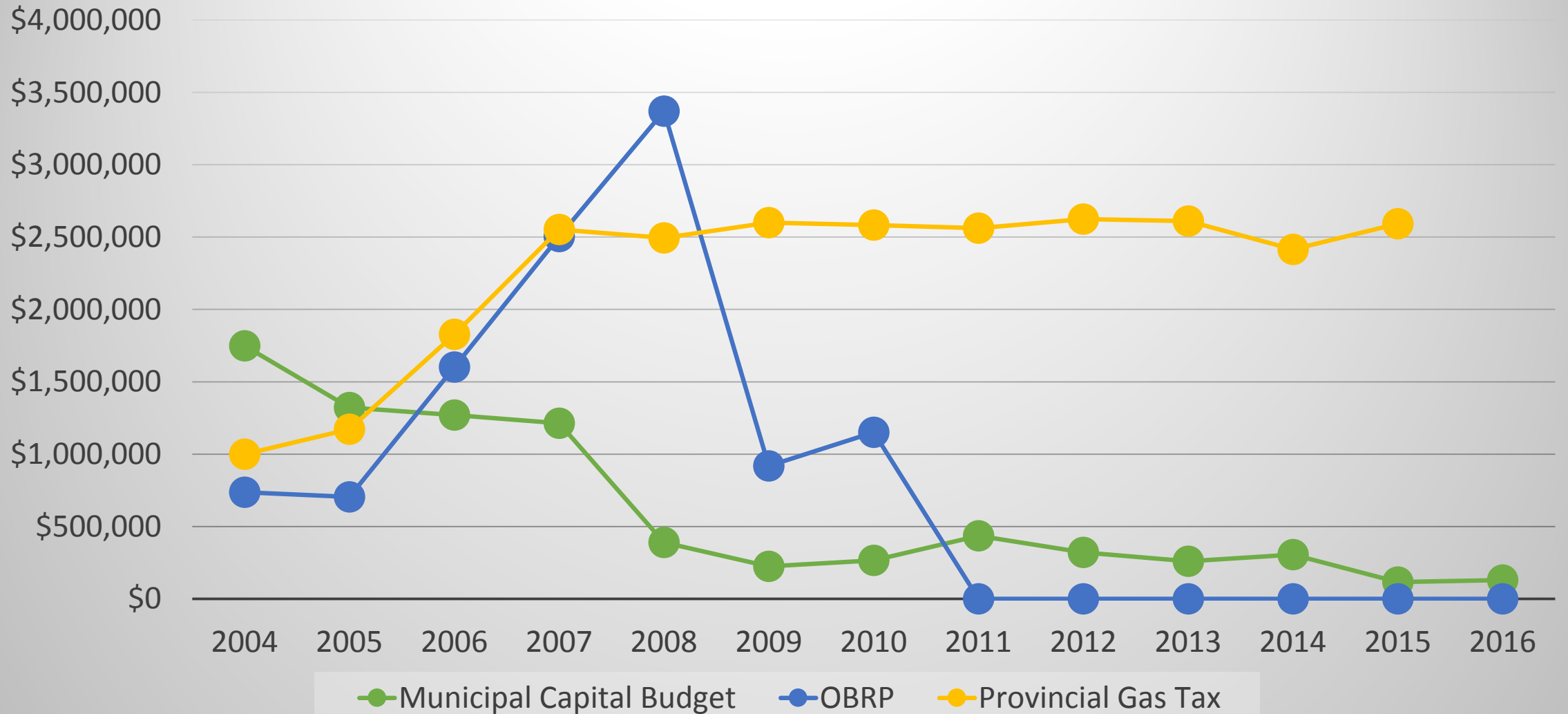


- ▶ “Policies and programs aimed at reducing demand for single occupancy vehicular travel and encouraging greater use of alternative travel modes (including high occupancy vehicles or carpooling, transit, cycling and walking) have been shown to be a more effective way to accommodate travel in a healthy and sustainable manner while maximizing the efficiency of the transportation network and reducing the need to expand.”

CITY'S TRANSPORTATION MASTER PLAN



St. Catharines Transit Capital Funding





\$8.7 million available to St. Catharines

Our application includes major items which will be co-funded by provincial gas tax:

1. Garage expansion to accommodate repair bay for articulated buses.
2. Major upgrade of bus stops to improve accessibility.
3. Purchase of buses to replace and expand the fleet.
4. Upgrade our backup generator at the garage.
5. Introduce Automated Vehicle Maintenance and Automated Passenger Counting systems onto the bus fleet.

PUBLIC TRANSIT INFRASTRUCTURE FUND



2015 Operating Cost Per Trip

\$2.50
\$2.00
\$1.50
\$1.00
\$0.50
\$0.00

SCT

Cdn Ave Pop 100-200K

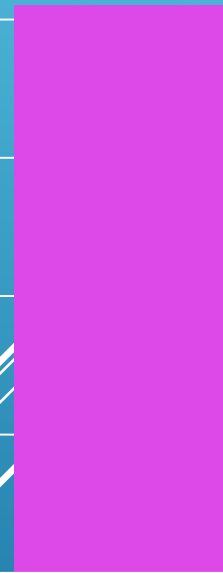
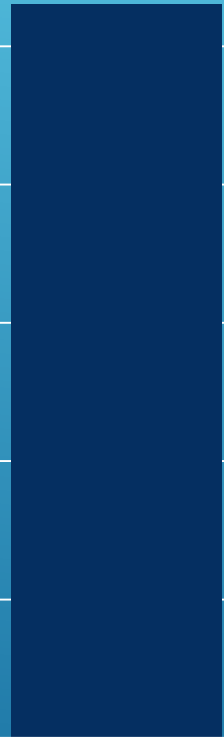


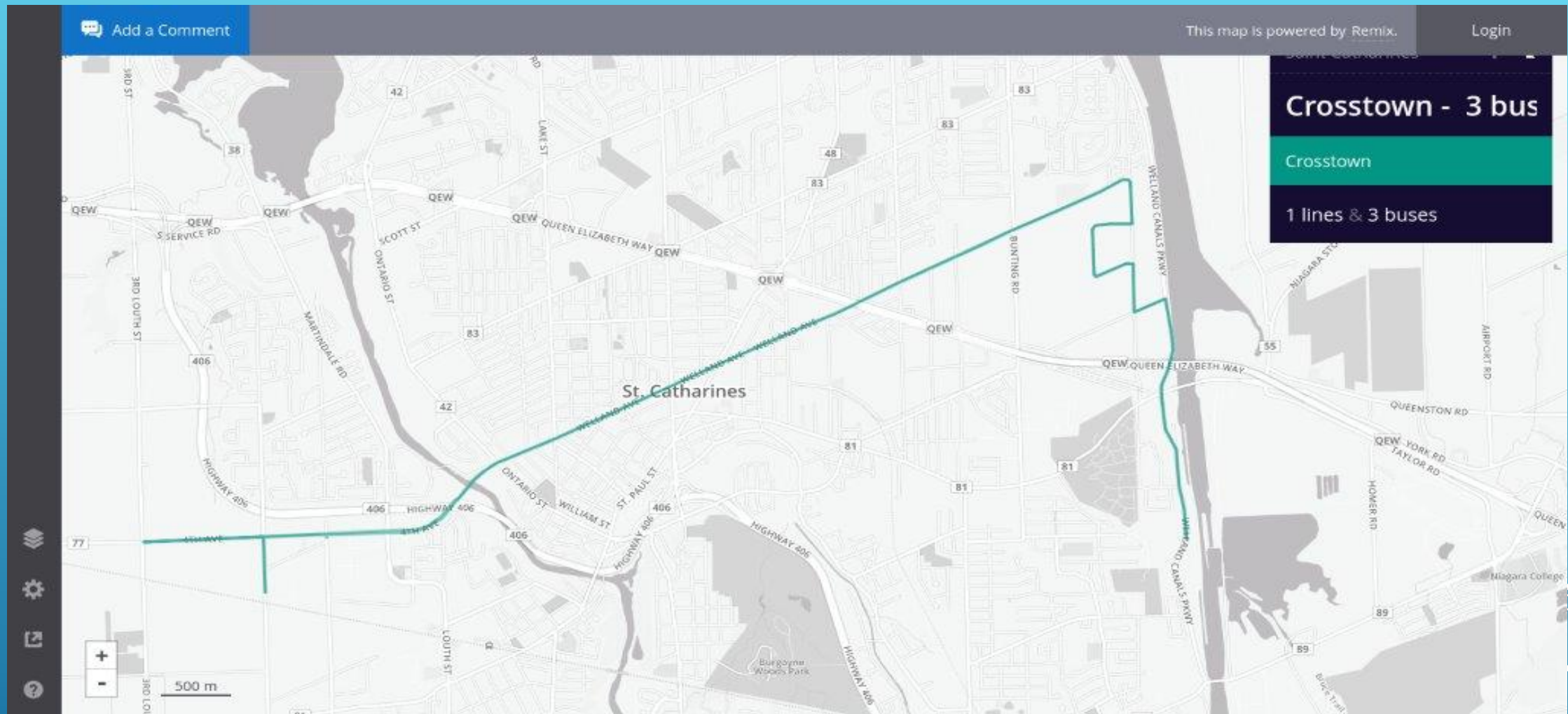
2015 Revenue Cost Ratio

60%
50%
40%
30%
20%
10%
0%

SCT


Cdn Ave Pop 100-200K





MAP OF PROPOSED CROSSTOWN ROUTE

CROSSTOWN BUS ROUTE

- ▶ One year lead time required for delivery of additional buses.
 - ▶ We have applied for federal funding for the additional buses under the Public Transit Infrastructure Fund.
 - ▶ This route would travel between the Museum and the Hospital, via Canals Parkway, Seaway Industrial Park, then across town using Welland Ave. and Fourth Ave., by-passing the downtown terminal.
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- Three parallel white lines of varying lengths are positioned diagonally in the bottom right corner of the slide, pointing towards the top right.





