



City of Hamilton

GENERAL ISSUES COMMITTEE ADDENDUM

Meeting #: 18-013
Date: June 20, 2018
Time: 9:30 a.m.
Location: Council Chambers, Hamilton City Hall
71 Main Street West

Stephanie Paparella, Legislative Coordinator (905) 546-2424 ext. 3993

	Pages
4. DELEGATION REQUESTS	
*4.2 Don McLean and David Bennett, Hamilton 350 Committee, respecting Item 8.2 - Report PED18130 (For today's GIC) Proposed Sale of Enbridge Pipelines Inc. Line 10 Pipeline to Westover Express Pipeline Limited (wholly owned subsidiary of United Refining Company) (Wards 12 and 14)	3
*4.3 John-Paul Danko, respecting a Proposal for the Ward 7 Upcoming Vacant Seat (For a future GIC)	6
*4.4 David VanderWindt, Indwell Community Homes, respecting Item 7.4 - Report PED18137 (For today's GIC) (no copy) City Wide Transportation Master Plan Review and Update	
*4.5 Elise Desjardins, Cycle Hamilton, respecting Item 7.4 - Report PED18137 (For today's GIC) City Wide Transportation Master Plan Review and Update	
*4.6 Jeff Neven, of the Crown Point Community Hub, respecting Item 7.4 - Report PED18137, City Wide Transportation Master Plan Review and Update	7
6. PUBLIC HEARINGS / DELEGATIONS	

- *6.4 Anthony Marco, Hamilton Community Benefits Network (HCNB),
respecting the HCBN's Mission and Vision 9

8. DISCUSSION ITEMS

- *8.6 Municipal Greenhouse Gas (GHG) Challenge Fund Round Two
(PW17079(a)/FCS17082()) (City Wide) 13
- *8.7 Steel Committee Report 18-001, June 18, 2019 20

10. NOTICES OF MOTION

- *10.1 Outdoor Furniture at City Hall

12. PRIVATE AND CONFIDENTIAL

- *12.6 Litigation Instructions, Offer to Settle Costs for the City of Hamilton and
the Christian Heritage Party of Canada Matter (LS18038) (City Wide)
- Pursuant to Section 8.1, Sub-section (f) of the City's Procedural By-law
14-300, and Section 239(2), Sub-sections (f) and (k) of the *Ontario
Municipal Act, 2001*, as amended, as the subject matter pertains to the
receiving of advice that is subject to solicitor-client privilege, including
communications necessary for that purpose; and, a position, plan,
procedure, criteria or instruction to be applied to any negotiations
carried on or to be carried on by or on behalf of the municipality or local
board.

4.2(a)

Form: Request to Speak to Committee of Council

Submitted on Friday, June 15, 2018 - 6:42 pm

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: Don McLean

Name of Organization: Hamilton 350 Committee

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: Address item 8.2 on Wednesday, June 20 respecting Proposed Sale of Enbridge Pipelines Inc. Line 10 Pipeline to Westover Express Pipeline Limited (wholly owned subsidiary of United Refining Company) (PED18130)

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

4.2(b)

Form: Request to Speak to Committee of Council

Submitted on Tuesday, June 19, 2018 - 7:26 am

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: David Bennett

Name of Organization: Hamilton 350

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: To speak to the Line 10 and related issues

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

HAMILTON 350 PRESENTATION TO GENERAL ISSUES COMMITTEE OF
HAMILTON CITY COUNSEL ON 20/06/18

1. **ECOLOGICAL IMPACT OF LINE 10 EXPANSION:** The impact will be huge. The pipeline expansion will create more than twice the GHG emissions saved by the province shutting down all of Ontario's coal-fired power stations;
2. **DEMAND PUBLIC PROCESS FROM THE NEB:** The staff report recommends sending a letter to the NEB "if provided with the opportunity." It is not for the NEB to decide who can send it a letter. Conceding that would imply a permission that is not necessary and may never come. The City should ask for a public process it can participate in or it is unlikely to get one. Moreover, otherwise the NEB will have no formal notification of the City's interest. I would respectfully remind the Committee that the NEB claims to have reformed its processes to be more responsive.
3. **CITY NOT INFORMED ABOUT PLANS FOR PIPELINE AND FUTURE OWNERSHIP:** We respectfully remind the Counsel that we had specifically warned more than a year ago at a General Issues Committee meeting of Enbridge's plans to sell Line 10. But when Counsellor Johnson asked Enbridge officials about those plans, at that meeting, those Enbridge officials responded by saying they had no knowledge of such plans, despite we having furnished Counsel with a copy of the media release by United Refining Corporation announcing the purchase plan.
4. **DECOMMISSIONED PIPE:** The City sent a letter to the NEB hearings on Line 10 asking that the company be ordered to remove the decommissioned pipe. The NEB did not even do the City the courtesy of acknowledging the request, completely ignoring it in its final its final decision. Now, the City's concerns about the decommissioned pipes aren't even mentioned in the staff report or the Enbridge letter to Counsel. So now it is unclear what company will be responsible for the old pipes on a long-term basis. Enbridge has advised Counsel that removing the old pipes would disturb Line 11 pipes sharing the same right-of-way. So what happens if one company decides an integrity dig is required on the same right of way?

4.3

Form: Request to Speak to Committee of Council

Submitted on Wednesday, June 13, 2018 - 12:05 pm

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: John-Paul Danko

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: Proposal for Councillor Skelly's Vacant Ward 7 Council seat to be appointed to the runner-up in the 2016 Ward 7 by-election.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Re: Transportation Master Plan

Dear Mayor and Members of Council,

On behalf of the Crown Point Community Planning Team Executive, we want to express our thanks and appreciation for your careful consideration of our cities Transportation needs.

As the Crown Point Community Planning Team Executive we would like to ask for your consideration of four items contained in the Cycling Master Plan Review and Update and the Pipeline Trail Master Plan. Each issue is critically needed in our neighbourhood to improve active transportation and connectivity to the city.

1. Appendix B of the Cycling Master Plan contains a prioritization list for cycling infrastructure projects. The project currently identified as priority 189 is the Multi-use Recreation Trail, Gage Park to the Escarpment Rail Trail. This legal link to the escarpment is critical since there is a 4km stretch between Wentworth and Kenilworth where there is currently no legal access to the escarpment from the lower city. There is a more than 100 year history of utilizing a switchback trail originating at the south end of Ottawa Street and ending at the Rail Trail. This access was first used as the road to the original city water reservoir and house of the reservoir manager. The recent need for this link is that CP Rail has cracked down on trespassing and is handing out fines for anyone caught crossing the CP Rail lands as the base of the escarpment. The CP Rail response seems to be driven by a recent terrible accident where a young girl in our neighbourhood was severely injured on a nearby rail line. The change in enforcement has essentially cut access to the escarpment, Bruce Trail and Rail Trail from the lower city. The trail to overcome this 4km barrier must be a high priority.



2. Unlisted in the prioritization list is the short trail linking the Kenilworth Access and the Escarpment Rail Trail. Currently the only way to get to the rail trail in the East end is either the Kenilworth stairs or the dirt trail connecting Kenilworth Access and the Rail Trail. Our request is simple, please formalize and pave this 225m trail to provide cycling access to the Rail Trail and thereby providing a vital cycling link to the mountain and downtown.



3. In response to item 7.3 Public Bike Share, in the Cycling Master Plan, we ask that Council work with Sobi bikes to remove the fines for riding and parking a Sobi bike east of Ottawa Street to the Redhill Valley Expressway. Ultimately we would love to see Sobi bike hubs in the Ward 4 but in the short term, removing the fines for riding and parking in Ward 4 would be a great start. Here are two examples of why this is important: First, currently people wanting to access the Centre on Barton must leave their Sobi bike on Ottawa street and walk through the car centric commercial district. There are also Sobi bike users that daily ride east and have to walk from Ottawa Street to Kenilworth in order to avoid steep fines.
4. Section 8.1a of the Pipeline Trail Master Plan, identifies the paths of desire used by residents to access the Escarpment as well as the risks of crossing the railroad tracks. The Plan then recognizes Lawrence Road at Ottawa Street South as "a logical connection to the Pipeline Trail since it follows the pipeline corridor, and connects to the bicycle lanes on Lawrence Road."

Sincerely,

Sean Hurley,

Secretary, on behalf of the Crown Point Community Planning Team Executive.

HAMILTON COMMUNITY BENEFITS NETWORK

Building Capacity Through Building Communities



Our Vision and Commitment

The Hamilton Community Benefits Network envisions an inclusive, thriving city in which all residents have equitable opportunities to contribute to building healthy communities and a prospering economy. Community Benefit Agreements (CBAs) are a proven approach to achieve this vision.

A CBA will help ensure that a skilled workforce is ready and available for the completion of private and public infrastructure projects by tapping into the capacity of Hamilton's diverse communities. A CBA will contribute to the establishment of a shared framework for workforce development that ties together community-based organizations, governments, colleges, training agencies, local unions, professional societies and subcontractors involved in the trades, professions, and ancillary industries.

By contributing to the capacity of the training and workforce development system to work in a coordinated and collaborative manner today, a CBA will foster a long term commitment to workforce development through existing training delivery agencies and union training programs.

HCBN OBJECTIVES

PROVIDE EQUITABLE ECONOMIC OPPORTUNITIES THAT PROMOTE ECONOMIC INCLUSION THROUGH APPRENTICESHIPS

CONTRIBUTE TO INTEGRATION OF SKILLED MARGINALIZED WORKERS INTO PROFESSIONAL, ADMINISTRATIVE, TECHNICAL JOBS

SUPPORT SOCIAL ENTERPRISES AND ECONOMIC INCLUSION THROUGH COMMITMENTS TO SOCIAL PROCUREMENT

CONTRIBUTE TO NEIGHBOURHOOD AND ENVIRONMENT IMPROVEMENTS THROUGH BUILDING NEW INFRASTRUCTURE

ENSURE ACCOUNTABILITY FROM ALL PARTIES TO DELIVER THE CBA

HAMILTON NEEDS A COMMUNITY BENEFITS PROTOCOL

- Establish legislative bases for provision of community funds
- Establish the types of development covered by the framework
- Demonstrate equity and fairness in fund allocation among communities
- Show community members that they are being treated fairly
- Avoid delays
- Avoid 'negotiating from scratch' each time a proposal is made
- Provide a framework for dispute resolution and enforcement
- Avoid inconsistencies between agreements in different areas
- Provide guidance on the types of initiatives that can be funded
- Ensure every City entity dealing with capital projects approach community benefits consistently
- Provide greater transparency
- Ensure increased goodwill among local stakeholders
- Provide guidance on how CBAs should be administered/managed

To expedite the process for designing a Community Benefits Protocol, the City of Hamilton should:

- Gather suggestions and guidance from actors who have previously developed community benefits protocols, such as the Hamilton Community Benefits Network and any of its 30 community and labour organizations, Metrolinx, the Cities of Toronto and Vancouver, and several cities in the USA
- Put priority on an inter-divisional Community Benefits Protocol working group to meet regularly and emphasize the importance of creating the protocol quickly and efficiently
- Assess opportunities to support the development of the protocol with Hamilton area social services organizations
- While developing the City-wide Community Benefits Framework, the City of Hamilton should immediately focus on developing interim CBA regulations for those major development projects which are currently in the planning phase and may miss opportunities for embedding CBAs over the next two years



Community Benefit Agreements

A CBA is founded on a shared, legally binding commitment between government, the contracting firm and community to build and complete public infrastructure projects through an effective, efficient, transparent, fair and inclusive process that supports good jobs and prevailing industry standards.

The initial focus of applying the Community Benefit Agreement model is around transit expansion in Hamilton. The HCBN has entered into negotiations with Metrolinx for a CBA on the Hamilton LRT Project. The HCBN is committed to negotiating a Community Benefit Framework, under which there is a legally binding agreement for a Community Benefit plan between the government (Metrolinx) and the successful contractors, and sub contractors being selected through the Infrastructure Ontario, Metrolinx, and the City of Hamilton RFQ/RFP process for the complete execution of the Hamilton LRT Infrastructure Project and operation and maintenance of LRT system.

The Framework provides a process to which the HCBN can hold the four parties accountable (IO, Metrolinx, City of Hamilton & Project Co/Subs) to the Community Benefit plan. The HCBN remains committed to developing three-way legally binding Community Benefit Agreements in Ontario.

Members and Partners of HCBN...

- ACORN Hamilton
- Beasley Neighbourhood Association
- Carpenters Local 18
- Congress of Union Retirees of Canada Hamilton Chapter
- Corktown Neighbourhood Association
- Crown Point Planning Team
- Environment Hamilton
- Eva Rothwell Centre
- Food Share Hamilton
- Gibson/Landsdale Neighbourhood Association
- Hamilton – Brantford Building & Construction Trades Council
- Hamilton Centre for Civic Inclusion
- Hamilton District Labour Council
- Hamilton Steelworkers Area Council
- USW Local 1005
- Hamilton Tenant's Rights Association
- IBEW (Electrical Workers) Local 105
- Immigrants Working Centre
- **Ministry of Advanced Education and Skills Development** (*with their local partners College Boreal, Grand River Education and Training, Hamilton Regional Indian Centre, HWCDSB, HWDSB, Workforce Planning Hamilton, YMCA*)
- Mohawk College
- Niagara Peninsula Aboriginal Area Management Board
- Polytechnics Six Nations
- Sherman Hub Neighbourhood Association
- Social Planning Research Council
- Stinson Community
- United Way Hamilton & Halton
- YWCA

A LITTLE BIT OF BACKGROUND

CBA's Can Affect Systemic Change

CBA's are uniquely important and should not be confused with other types of benefits or informal community agreements. HCBN applauds the City for everything it does in the name of community benefits, but we would like to clarify how a formal CBA is different.

Let's start with a good simple definition from a 2005 book by Julian Gross of California, an attorney and community activist:

Community Benefit Agreements (CBAs) — deals between developers and coalitions of community organizations, addressing a broad range of community needs — are safeguards to ensure that affected residents share in the benefits of major developments. They allow community groups to have a voice in shaping a project, to press for community benefits that are tailored to their particular needs, and to enforce developer's promises.

(Community Benefits Agreements: Making Development Projects Accountable, 2005, Julian Gross Published by Good Jobs First and the California Partnership for Working Families)

Many informal agreements may be struck in good faith, but without formal CBAs setting out negotiated targets and machinery for implementing them there are no guarantees.

In massive infrastructure projects where billions of public dollars will be spent the best time to ensure residual benefits for community is before a single shovel goes into the ground.

A CBA should not be confused with Section 37 benefits arising from negotiations with developers seeking exemptions from zoning restrictions. HCBN supports the effective use of Section 37 agreements but they are not CBAs. A true CBA includes targets defined by the community, timelines to produce systemic change, and machinery to monitor and enforce them.

PUBLIC WORKS DEPARTMENT
Energy, Fleet and Facilities Management Division
Transit Division
and
CORPORATE SERVICES DEPARTMENT
Financial Planning, Administration and Policy Division

TO:	Mayor and Members General Issues Committee
COMMITTEE DATE:	June 20, 2018
SUBJECT/REPORT NO:	Municipal GHG Challenge Fund Round Two (PW17079(a) / FCS17082(a)) (City Wide)
WARD(S) AFFECTED:	City Wide
PREPARED BY:	Tom Chessman (905) 546-2424 Ext. 2494 John Savoia (905) 546-2424 Ext. 7298
SUBMITTED BY:	Rom D'Angelo, C.E.T., CFM Director, Energy, Fleet and Facilities Management Division
SIGNATURE:	
SUBMITTED BY:	Debbie Dalle Vedove Director, Transit Division
SIGNATURE:	
SUBMITTED BY:	Brian McMullen Director, Financial Planning, Administration and Policy Division
SIGNATURE:	

RECOMMENDATIONS

- (a) That the Hamilton Takes Charge Electric Bus Pilot Project for the requested funding amount of \$2,000,000 be approved for consideration under the Municipal Greenhouse Gas (GHG) Challenge Fund Round Two;
- (b) That the Mayor and Clerk be authorized to execute all necessary documentation, including Grant Contracts and Funding Agreements for funding under the Municipal GHG Challenge Fund Round Two, in a form satisfactory to the City Solicitor;
- (c) That copies of Report PW17079(a) / FCS17082(a) be forwarded to local Members of Provincial Parliament.

EXECUTIVE SUMMARY

On April 17, 2018, the Ontario Government launched Round Two of the Municipal Greenhouse Gas Challenge Fund (GHG Fund) supporting municipal projects that reduce GHG emissions by providing funding towards buildings, energy supply, transportation, water, waste and organics sectors.

The GHG Fund is investing up to \$35 M in 2018-2019 of proceeds from Ontario's carbon market that aims to support community-led action on climate change. At least 30% of funded projects will be located in Small / Rural / Northern Municipalities (population less than 100,000 or areas north of and including the districts of Parry Sound and Nipissing). Municipalities are invited to submit up to two applications for the fund by July 13, 2018. Successful applicants will be informed in writing by December 2018.

It should be noted that the GHG Fund is a competitive application-based program that will fund up to 100% of the eligible costs for greenhouse gas emissions reduction projects proposed by municipalities. Municipalities may request up to \$2 M per project. However, a higher score will be given to applicants that leverage funds for up to 50% of eligible costs (e.g. through federal / municipal governments, private sector, industry partners, etc.).

The Ontario Ministry of the Environment and Climate Change will review all applications for the GHG Fund based on the assessment criteria as outlined in the Analysis and Rationale for Recommendation section of this Report.

A number of projects were evaluated based upon staff's interpretation of the criteria, as specified within the application process and the GHG Fund's program guidelines. As such, Table 1 to Report PW17079(a) / FCS17082(a) reflects the project recommended for Council's endorsement of the project submitted under the GHG Fund:

TABLE 1 – City of Hamilton Submissions to GHG Challenge Fund Round Two

Project Title	Project Cost	Funding Request
Hamilton Takes Charge Electric Bus Pilot Project	\$ 4,000,000	\$2,000,000

At the March 19, 2018 Public Works Committee, Mayor Eisenberger moved a motion directing staff to investigate and possibly test electric buses in preparation for future procurement. Staff are currently compiling this information for a report back to Public Works Committee on July 12, 2018.

Hamilton Takes Charge Electric Bus Pilot Project replaces old technology diesel buses with new environmentally responsible urban transit buses and demonstrates leading edge, clean, reliable Public transportation for its citizens.

Should the City's application to the GHG Fund Round Two intake be successful, the municipal \$2M contribution from the Vehicle Replacement Transit Reserve (110030) would need to be approved by Council.

Alternatives for Consideration – Not Applicable

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: Should the City's application to the GHG Fund Round Two intake be successful, the municipal \$2M contribution would be funded by the Vehicle Replacement Transit Reserve (110030).

Staffing: N/A

Legal: The City will have to enter into a funding agreement with the Ministry of the Environment and Climate Change should the City be successful with its applications to the GHG Fund that will encompass the terms and conditions of the GHG Fund. The Program Guidelines indicate funding agreements will need to be completed before the end of the 2018-2019 fiscal year (March 31, 2019).

HISTORICAL BACKGROUND

On April 17, 2018, the Government of Ontario announced the Municipal GHG Challenge Fund Round Two (GHG Fund) which will be funded by proceeds from Ontario's cap and trade program. This initiative is part of Ontario's Climate Change Action Plan to fight climate change, reduce greenhouse gas emissions and transition to a low-carbon economy. The Action Plan in conjunction with the cap and trade program form the backbone of Ontario's strategy to cut greenhouse gas emissions to 15 per cent below 1990 levels by 2020, 37 per cent by 2030 and 80 per cent by 2050.

The Province will be allocating \$35 M from proceeds of its carbon market initiative to the fund in 2018-2019 with at least 30% of funded projects to be located in Small / Rural / Northern Municipalities (population less than 100,000 or areas north of and including the districts of Parry Sound and Nipissing). Municipalities are invited to submit up to two applications for the GHG Fund by July 13, 2018. Successful applicants will be informed in writing by December 2018.

GHG Fund eligible projects include municipal projects that reduce GHG emissions in any sector including buildings, energy supply, transportation, water, waste and organics sectors. Projects must commence by July 2019 and must be complete by July 2022. Projects currently underway are only eligible if they have not begun construction or installation as of July 13, 2018.

Ineligible projects under the GHG Fund are projects that are not reasonably likely to directly reduce GHG emissions such as:

- Plans, studies and research initiatives
- Education and awareness initiatives
- Granting programs
- Projects exclusively focused on adaptation

GHG Fund eligible costs are those directly related to the reduction of GHG emissions associated with the project. For example, a community centre retrofit project is eligible only for construction costs that are directly related to the measure(s) that reduces energy and GHG emissions, such as renewable energy technology, adaptive thermostats and lighting retrofits.

Municipalities may request up to \$2 M per project. The Province will contribute up to 100% of eligible costs. However, a higher score will be given to applicants that leverage funds for up to 50% of eligible costs (e.g., through federal / municipal governments, private sector, industry partners etc.).

The Ontario Ministry of the Environment and Climate Change will review all applications for the GHG Fund based on the assessment criteria as outlined in the Analysis and Rationale for Recommendation section of this Report.

A number of projects have been evaluated based upon staff's interpretation of the criteria, as specified within the application process and the GHG Fund's program guidelines. This Report, "Municipal GHG Challenge Fund Round Two" (PW17079(a) / FCS17082(a)), seeks Council's endorsement of the projects to be submitted for GHG Fund consideration.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

N/A

RELEVANT CONSULTATION

The main criterion for success in this round of Municipal GHG Challenge Fund was determined to be highly focused on Fuel Switching opportunities that provide large GHG emission reductions.

Public Works (Recreation, Healthy and Safe Communities)

- Consulted to determine the potential to switch ice cleaning equipment (Zamboni's) from current natural gas to electric. It was determined that the reduction in GHG emissions was insignificant compared to the financial investment required.

Public Works (Water and Waste Water)

- Consulted with Renewable Energy From Organics (REFO) Project Team and the GHG Municipal Challenge Fund timelines make this opportunity ineligible.

Public Works (Transit)

- Determined that the opportunity to explore Battery Electric Buses in replacement of high emission output diesel buses would be a good project for submission to the Municipal GHG Challenge Fund.

ANALYSIS AND RATIONALE FOR RECOMMENDATION

At the March 19, 2018 Public Works Committee, Mayor Eisenberger moved a motion directing staff to investigate and possibly test electric buses in preparation for future procurement. Staff are currently compiling this information for a report back to Public Works Committee on July 12, 2018.

In March 2018, Council passed a motion; “That staff be directed to investigate, and possibly test, electric buses in preparation for future procurement, and report back to the Public Works Committee.” The Municipal GHG Challenge Fund provides the City with potential funding to pilot electric buses which are the highest single GHG emission source for the City’s corporate assets. Transit will pilot replacing old technology diesel buses with new environmentally responsible urban transit buses.

Hamilton Takes Charge Electric Bus Pilot Project demonstrates leading edge, clean, reliable Public transportation for its citizens. The electric bus pilot will offer superior operator and customer experiences; reducing ambient noise, exhaust odours, vibration, while at the same time lowering operating costs compared to diesel buses.”

Hamilton’s pilot project aligns with a recent announcement on April 16, 2018 from the Provincial Government in support of the purchase of 14 electric buses and four charging stations for transit systems in York Region and Brampton. The Canadian Urban Transit Research and Innovation Consortium (CUTRIC), a green transportation group, is coordinating the projects. The buses are expected to begin service in 2019.

The Ontario Ministry of the Environment and Climate Change will review all applications for the GHG Fund based on the evaluation criteria as outlined below:

Project Focus (10%): Higher scores will be given to projects that aim to replace fossil fuels with clean, renewable energy and achieve net zero (or better) emissions buildings, transportation systems, and/or infrastructure.

GHG Emissions Reduction Assessment (40%): Higher scores will be given to projects that result in significant and cost-effective GHG reductions.

Project Co-benefits (10%): Higher scores will be given to projects that result in positive co-benefits, including:

- Economic Benefits
- Social Benefits
- Environmental Benefits
- Heritage Conservation Benefits
- Behavioural Change Benefits
- Innovation, Science and Technology Benefits
- Benefits to low-income and vulnerable communities

Alignment with Municipal GHG Emissions Planning (10%): Higher scores will be given to projects that align with a municipality's GHG emissions planning and to municipalities that have a comprehensive GHG reduction plan that meets or exceeds the Province's 2020, 2030 and 2050 targets. Higher scores will also be given to projects that align with the municipality's GHG emissions planning.

Work Plan and Budget (30%): Higher scores will be given to projects that have a detailed, feasible work plan to achieve the project outcomes. Municipalities may request up to \$2 M per project. The Province will contribute up to 100% of eligible costs. However, a higher score will be given to applicants that leverage funds for up to 50% of eligible costs from the municipality and/or other sources.

The possible GHG reduction of a project will be a major factor as to which projects are successful in the competitive application-based GHG Fund program. Applicants will be required to provide an estimate of the GHG reduction potential for their project as part of the application process. GHG Fund Program Guidelines provides assistance to applicants with estimating GHG impacts. It is noted that GHG quantification occurs at the project level and relies on initiative-specific information including: defining baselines, boundaries, emissions, emission factors, initiative characteristics, initiative lifespan, monitoring plan, assumptions, uncertainties and ensuring that data exists to support the quantification and monitoring approach. Staff from the Office of Energy Initiatives has assessed the GHG reduction potential of proposed projects based upon the GHG Fund program guidelines to arrive at the proposed submission for the current round two intake.

ALTERNATIVES FOR CONSIDERATION

Not Applicable.

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Economic Prosperity and Growth

Hamilton has a prosperous and diverse local economy where people have opportunities to grow and develop.

Healthy and Safe Communities

Hamilton is a safe and supportive city where people are active, healthy and have a high quality of life.

Clean and Green

Hamilton is environmentally sustainable with a healthy balance of natural and urban spaces.

Built Environment and Infrastructure

Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic city.

APPENDICES AND SCHEDULES ATTACHED

Not Applicable

TC/JS/dt



Hamilton

REPORT 18-001
STEEL COMMITTEE
Monday, June 18, 2018
1:30 p.m.
Council Chambers
Hamilton City Hall

Present: Mayor F. Eisenberger
Councillor S. Merulla, Chair
Councillor M. Green, Vice Chair
Councillors J. Farr and T. Whitehead

THE STEEL COMMITTEE PRESENTS REPORT 18-001 AND RESPECTFULLY RECOMMENDS:

1. Selection of Vice Chair (Item 1.1)

That Councillor M. Green be appointed as the Vice Chair of the Steel Committee for the remainder of the 2014-2018 Term of Council.

2. Support for the Canadian Steel Industry (Item 8.1)

WHEREAS, the loss or reduction of workers' pensions directly impact the fixed incomes of our residents,

WHEREAS, retired workers on a fixed income were severely impacted by bankruptcies at US Steel/Stelco under the *Companies' Creditors Arrangement Act* (CCAA) as well as at Hamilton Specialty Bar,

WHEREAS, current worker pensions are being listed as corporate debt rather than the workers being listed as primary creditors, and;

WHEREAS, Hamilton Mountain MP, Scott Duvall, is currently fighting for pension reform;

THEREFORE BE IT RESOLVED:

- (a) That the Mayor, on behalf of Council and our retired workers, correspond with Hamilton-area MPs, MPPS, the Prime Minister and the Premier to request a full revision of bankruptcy laws to prioritize and protect pensions;
- (b) That the letter express Council's support for reforming the *Companies' Creditors Arrangement Act* (CCAA) so that workers and their pensions are protected, and;
- (c) That the letter encourage the federal and provincial governments to be supportive of workers, should there be further job losses.

3. Reforming the Canadian International Trade Tribunal (Item 8.1)

That the Mayor correspond with Hamilton-area MPs, MPPS, the Prime Minister and the Premier to express Council's support for the idea of reforming the Canadian International Trade Tribunal to ensure that the industry and the community are appropriately protected from further harm.

4. Endorsement of the Canadian Government's Position against the Steel Tariffs (Item 8.1)

WHEREAS, the Prime Minister has stated publicly that the Federal government will be working with steel and aluminium producers to make sure Canadian jobs are protected, and;

WHEREAS, the Prime Minister has said, on the record, the he wants, "Canadian workers and communities to continue to do ok despite these unnecessary and punitive actions."

THEREFORE BE IT RESOLVED:

That the Mayor correspond with the Prime Minister to confirm Council's support of, and endorsement for, his strategy of supporting Canadian jobs and his government's stand on opposition to the steel tariffs.

5. Information Report Request on Matters relating to the Steel Industry (Item 8.1)

- (a) That staff be directed to report back to the Steel Committee with information outlining what the impacts of the tariffs on steel, imposed by the Trump Administration, will be and how it will affect Hamilton with the report to include, but not be limited to, the following information:

- (i) The impact on secondary businesses in Hamilton that provide goods and services that support steel producers;
 - (ii) The property tax implications that would result should steel production move out of Hamilton; and,
 - (iii) The impact that the tariffs may have on the City's rate budget and other City services such as water rates.
- (b) That staff consult Arcelor Mittal Dofasco, US Steel Canada and union stakeholders in researching this report.

FOR INFORMATION:

(a) APPROVAL OF THE AGENDA (Item 1)

The Committee Clerk advised of the following change to the agenda:

1. ADDED DISCUSSION ITEM (Item 4)

- 8.3 Comments and Feedback on the Motion respecting Opposition to Buy American Policies and the Tariffs Recently imposed by the Trump Administration (referred to the Committee at the June 13, 2018 meeting of Council)

The agenda for the June 18, 2018 meeting of the Steel Committee was approved, as amended.

(b) DECLARATIONS OF INTEREST (Item 2)

There were no declarations of interest.

(c) APPROVAL OF MINUTES OF PREVIOUS MEETING (Item 3)

(i) February 5, 2015 (Item 3.1)

The Minutes of the February 5, 2015 Steel Committee meeting were approved, as presented.

(d) DISCUSSION ITEMS (Item 8)

(i) Discussion respecting recent Tariffs on Steel imposed by the United States Government (Item 8.1)

The Chair welcomed Scott Duvall, Member of Parliament for Hamilton Mountain, to the meeting. Mr. Duvall updated the Committee about recent issues taking place on Parliament Hill regarding the US steel tariffs.

The Chair also welcomed Mr. Gary Howe, President of Local 1005 United Steelworkers (USW) and Mr. Jim McColl, Executive Member and Recording Secretary of Local 1005 USW, to the meeting. Mr. Howe and Mr. McColl provided the Committee with an update on the impact of the tariffs upon workers.

Mayor Eisenberger informed the Committee about the initiatives he has taken to bring attention to the steel tariff issue. He referenced letters that he sent jointly with Mayor Provenzano of Thunder Bay to over 30 Mayors in various US cities closely associated with the auto sector, where the rising costs of steel will have a negative impact on auto production in their communities. The Mayors' letter and the response are shown in Appendix "A" to these minutes.

For disposition of this matter, refer to Items 2, 3, 4 and 5.

(ii) Discussion respecting the Sale of Surplus Waterfront Lands to Bedrock Industries (Item 8.2)

Glen Norton, Director of Economic Development, provided an overview for the Committee about the recent sale of surplus waterfront lands to Bedrock Industries.

Committee members expressed their disappointment with the Provincial government for not consulting the City about this matter and for not being given the opportunity to be considered for the purchase of the surplus lands.

(iii) Comments and Feedback on the Motion respecting Opposition to Buy American Policies and the Tariffs Recently imposed by the Trump Administration (Added Item 8.3)

The motion respecting Comments and Feedback on the Motion respecting Opposition to Buy American Policies and the Tariffs Recently imposed by the Trump Administration, was received.

(e) GENERAL INFORMATION/OTHER BUSINESS (Item 11)

(i) Receipt of Correspondence from 2015 and 2016 (Item 11.1)

(1) Correspondence from Charlie Luke, Mayor, Norfolk County, to Kathleen Wynne, Premier, respecting US Steel Canada Inc. Lake Erie Works, Nanticoke (Item 11.1(a))

(2) Correspondence from David Oraziotti, MPP, Sault Ste. Marie, to the Prime Minister, urging him and the affiliated Ministries to immediately address steel dumping and the negative impact it is having on the Canadian Steel Industry (Item 11.1(b))

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Items 11.1(a) and (b) being correspondence referred to the Steel Committee in 2015 and 2016, was received.

(f) ADJOURNMENT (Item 12)

There being no further business, the Steel Committee adjourned at 2:34 p.m.

Respectfully submitted,

Councillor S. Merulla, Chair
Steel Committee

Lauri Leduc
Legislative Coordinator
Office of the City Clerk



OFFICE OF THE MAYOR
CORPORATION OF THE
CITY OF SAULT STE. MARIE



OFFICE OF THE MAYOR
CORPORATION OF THE
CITY OF HAMILTON

June 4, 2018

SENT VIA EMAIL

Name
Address
City
Zip Code

Dear Mayor (NAME),

We are writing to outline our deep concern with the disturbing turn in trade discussions between Canada and the United States and the serious impact tariffs will have on our municipalities, industries and workers on both sides of the border. As the Mayor of XXX, we expect you are also concerned about the impact of the tariffs on your community.

As city leaders, we recognize that these trade agreements have significant economic impacts on our communities and local economies. Hamilton and Sault Ste. Marie are Canada's two largest steel-producing cities, with integrated and interdependent economic relationships with many American cities. In 2017, steel worth \$12 billion (USD) was traded between our two countries, with each country exporting \$6 billion worth of steel to the other country. Canada is the top destination for US steel exports and the US is the top destination for Canadian steel exports. In fact, our industries co-produce a variety of products.

The Canadian and US economies are deeply interlinked and have a balanced trade relationship in steel. Tariffs threaten the integrated supply chains of our local industries and the balanced relationship that has developed between our countries. While a tariff on steel may create a limited increase in employment in US steel production, a study released by the Trade Partnership Worldwide LLC found that more than 18 US jobs would be lost for every steel/aluminum job gained. In total, it is estimated that 470,000 jobs in the US alone would be lost if steel tariffs are imposed.

It is our suggestion that we can work together to make the fact-based case for the importance of the free movement of goods across our borders, without which, will result in the loss of jobs and higher consumer prices for both Americans and Canadians. Our offices are working with our federal government, and we ask that you work with your governor, congressional leaders and the Trump administration to address this important issue. We look forward to your positive reply.

Sincerely,

Handwritten signature of Christian C. Provenzano in black ink.

Christian C. Provenzano, B.A., LL.B., LL.M
Mayor, Sault Ste. Marie

Handwritten signature of Fred Eisenberger in black ink.

Fred Eisenberger
Mayor, City of Hamilton

P.O. Box 580, 99 Foster Drive ~ Sault Ste. Marie, Ontario ~ P6A 5N1
705-759-5344 ~ mayor.provenzano@cityssm.on.ca

71 Main Street West, 2nd Floor, Hamilton, ON L8P 4Y5
905-546-4200 ~ mayor@hamilton.ca



CITY OF
**Sterling
Heights**

InnovatingLiving

Richard J. Notte Sterling Heights City Center
City Hall
40555 Utica Road | P.O. Box 8009
Sterling Heights, MI | 48311-8009

TEL 586.446.CITY (2489) FAX 586.276.4077
cityhall@sterling-heights.net | www.sterling-heights.net
facebook.com/cityofsterlingheights | twitter.com/sterling_hts

City Council	
Mayor	Michael C. Taylor
Mayor Pro Tem	Barbara A. Ziarko
Councilwoman	Deanna Koski
Councilman	Gary Lusk
Councilwoman	Maria G. Schmidt
Councilman	Nate Shannon
Councilwoman	Liz Sierawski
City Manager	Mark D. Vanderpool

June 6, 2018

Sent via Email

City of Sault Ste. Marie
Mayor Christian C. Provenzano
P.O. Box 580
99 Foster Drive
Sault Ste. Marie, ON P6A 5N1

City of Hamilton
Mayor Fred Eisenberger
71 Main Street West, 2nd Floor
Hamilton, ON L8P 4Y5

RE: Tariff on Canadian Steel

Dear Mayors Provenzano and Eisenberger:

I am in receipt of your letter dated June 4, 2018 regarding the subject matter. As you indicated, Sterling Heights has a robust manufacturing base and is home to production of the Dodge Ram pickup and numerous Ford Motor Company facilities. We are also home to numerous defense and aerospace companies. We are indeed concerned about the effects potential tariffs may have on our businesses and related jobs. We are collaborating with our business partners, various councils of government, County and State officials to determine a prudent course of action based on feedback from stakeholders.

We will continue to stay on top of this matter and act accordingly. Thank you for taking time to write me.

Sincerely,

Michael C. Taylor, Mayor
City of Sterling Heights