



City of Hamilton
GENERAL ISSUES COMMITTEE ADDENDUM

Meeting #: 19-002(h)
Date: February 11, 2019
Time: 3:00 p.m.
Location: Council Chambers, Hamilton City Hall
71 Main Street West

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

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Mr. Mayor and members of Hamilton City Council,

I am writing you today to sincerely ask that in budget deliberations, you take under advisement the very practical and ever-present need to ensure we as a city invest in improving accessibility in Hamilton.

One very important element in this is maintaining the funding for the 10 Year Local Transit Strategy. As established in the 2018 budget proceedings and many of the delegations, including one that I had presented, withholding the increased annual funding in this plan has already once before resulted in a transit crisis. Transit users like myself were faced with frequently cancelled buses, overcrowded buses, and extremely late buses while trying to get to school, work, or around the City of Hamilton. When a bus is at full capacity, or near full capacity, it often cannot accommodate a rider using a mobility device. If Hamilton ever returns to another transit crisis, I question whether it is truly appropriate to advertise our buses as “fully accessible” if the buses become consistently too full to accommodate riders with mobility devices. Annual funding increases along this transit strategy plan is linked to the HSR’s success this past year in arriving on time, consistently, and getting us where we need to go in the city. Transit should be an ideal and primary choice for people to get around a bustling and ambitious city like Hamilton, and the only way to encourage more people to use transit services is to ensure that services are funded so that the HSR can consistently meet the needs of riders.

Another issue that should be top of mind in budget deliberations is funding sidewalk maintenance across the City of Hamilton. The Disability Justice Network of Ontario launched a “Snow and Tell” campaign this past winter season. This organization was highlighting the gross accessibility challenges facing people using mobility devices, people using strollers to get around with young children, and people in general who have difficulty walking through inches of snow and snow banks along unmaintained sidewalks. Hamilton should not advertise itself as the best place to raise a child and age successfully if it is only possible for everyone to use our sidewalks during seasons without snow.

The most common reason I feel would arise in the debate of whether or not the City of Hamilton would maintain sidewalks is that it will cost taxpayers more money than members of Council feel they are willing to pay for such a service. I would like to reiterate that this is not just a decision to have the city clear the sidewalks, it is a commitment and step in the right direction from the City of Hamilton that we ensure everyone using our sidewalks can do so regardless of what device they may be using. The City of Hamilton prides itself in its branding as “The Ambitious City”, but there is nothing ambitious about a city inaccessible to pedestrians.

It is with this that I urge all of Council to not only advance into the next year of 10 Year Local Transit Strategy funding, but to also invest all funding needed to provide sidewalk snow removal maintenance.

Thank you for taking the time to consider the items I have brought forward today, and I look forward to hearing your debate on these items in the near future.

Deanna Allain

5.5

Form: Request to Speak to Committee of Council

Submitted on Wednesday, February 6, 2019 - 9:38 pm

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: Don McLean

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: 2019 Budget - Public delegations day on February 11, 2019

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

5.6

Form: Request to Speak to Committee of Council

Submitted on Thursday, February 7, 2019 - 6:05 am

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: Ute Schmid-Jones

Name of Organization: Member, Hamilton 350 and Member,
Hamilton Blue Dot

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: I would like to delegate to council during the Monday, January 11th General Issues Committee regarding the Budget, asking that they vote to continue to commit funding and increasing resources to HSR.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Form: Request to Speak to Committee of Council
Submitted on Thursday, February 7, 2019 - 9:25 am

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: Dr. James S. Quinn

Name of Organization: Environment Hamilton

Contact Number: 905 525-9140 x23194

Email Address: quinn@mcmaster.ca

Mailing Address:

Reason(s) for delegation request: I would like to speak to
the issue of Transit

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

5.8

Form: Request to Speak to Committee of Council
Submitted on Thursday, February 7, 2019 - 9:57 am

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: Caitlin Thompson

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: Show support for increasing HSR transit budget and need for more reliable and support for HSR from the City

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

Form: Request to Speak to Committee of Council
Submitted on Thursday, February 7, 2019 - 11:29 am

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: Erinne Acciaroli and May Toth

Name of Organization: Retired Teacher and Retired Nurse

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request:

Accessibility in Municipal Public Places - Shlomit Erinne
Women's Health Care and Socialization – May
Transportation Dealing with Coyote Problem

We received notice of this by email Feb, 6/19 for the
Delegation Day, Mon, Feb, 11/19

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

TORONTO STAR

Doctors should follow patients beyond the hospital room

**ARNAV AGARWAL
AND SHAURYA TARAN**
OPINION

Many medically oriented TV shows and books take place in hospitals. They often start with the screaming sirens of an ambulance pulling up to a hospital and end (at least, the happy stories) with people walking out, better for it. In the middle, the stories revolve around extravagant technology, heroic surgeries, and harrowing “life and death” moments.

However, most medical care isn’t provided in hospitals. As diseases move from acute to chronic (think cancer, diabetes, heart failure), patients receive a larger proportion of their care in the community. They rely increasingly on services such as CCAC (Community Care Access Centre), which maintain a relatively limited presence in the hospital.

Physicians now devote considerable time to navigating patients toward the most appropriate discharge destinations. The possibilities seem endless: patients may be sent to rehab centres, nursing homes, retirement homes, complex continuing care facilities, or home with community supports, for example. But where to send any given patient?

This is not an easy question — and it is complicated by the fact that many physicians do not know how these sites and services work, beyond a superficial understanding.

As internal medicine residents we came to recognize this while on the clinical teaching unit of a busy downtown Toronto hospital. A patient presented in florid heart failure, unable to walk or even breathe because of the extra fluid pooling in his legs and lungs. We admitted him and finally, after days of treatment, he was able to move and breathe again.

Despite his motivation to walk independently again there was still much work to be done. We submitted an application for transfer to physical rehabilitation, and prepared ourselves for the arduous wait for a placement.

One afternoon the patient asked, “What does rehab look like?” Silence. “I’m just nervous about it,” he said. “What does a day in rehab look

like? What kind of food do they give us? Will my wife be able to visit me everyday?” More silence. “How many weeks are they planning on keeping me? I wonder when they’ll take me — when will I go?”

We always seem to have an answer for his medical concerns. But now, when asked about how his care would look outside the hospital, there were no answers. We didn’t truly understand where he was going.

This is problematic. Patients rely on physicians to guide their health care trajectories. While the expertise of other health specialists — physiotherapists, occupational therapists, speech pathologists, social workers and others — is invaluable, physicians are legally and practically the most responsible providers for patients in the hospital.

Yet, most physicians get little to no exposure to rehabilitation institutions, long-term care facilities and nursing homes.

How can they make safe, appropriate and informed discharge decisions without insight into how those destinations look, and what they have to offer?

To remedy this problem, medical residents and early doctors should be encouraged to spend part of their training learning how community establishments function — for instance, by directly participating in clinical placements. They should follow their patients to better understand the services they receive beyond hospital walls.

By experiencing the day-to-day lives of patients, residents may embrace the opportunities and limitations these community avenues offer. The next patient they discharge will have a safer, more nuanced care plan when they leave, and a better understanding of where they are going.

It is no stretch to imagine that failed disposition plans or delays in establishing reliable discharges are what keep patients in hospital significantly longer than necessary, or bring them back all too often. Almost 4,000 beds are occupied by patients awaiting transfer to long-term care, rehabilitation, or other such institutions. Medically inactive patients can fill up to 10 large hospitals in Ontario alone.

To make these changes possible, medical training paradigms should evolve to impart knowledge of community services. Moreover, experience beyond the walls of the hospital should be valued in the same way as traditional ward-based clinical experience.

While this is not an easy proposition, such changes would not only help physicians, but would improve patient care — and that is reason enough.

Arnav Agarwal and Shaurya Taran are internal medicine resident physicians at the University of Toronto.

5.10

Form: Request to Speak to Committee of Council

Submitted on Thursday, February 7, 2019 - 12:29 pm

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: Ian Borsuk

Name of Organization: Environment Hamilton

Contact Number:

Email Address: iborsuk@environmenthamilton.org

Mailing Address:

Reason(s) for delegation request: I wish to delegate on the 2019 budget on February 11th's "public delegation day".

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

5.11

Form: Request to Speak to Committee of Council

Submitted on Friday, February 8, 2019 - 10:25 am

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: Judith Bishop

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: To speak at the budget hearings on Monday February 11 with regard to children's issues

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

5.12

Form: Request to Speak to Committee of Council

Submitted on Friday, February 8, 2019 - 12:49 pm

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: Sarah Jama

Name of Organization: Disability Justice Network of Ontario

Contact Number: 2896800178

Email Address: sarah@djno.ca

Mailing Address: 423 King Street East

Reason(s) for delegation request: Speaking to the importance of budgeting re: snow removal and accessible transit

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

5.13

Form: Request to Speak to Committee of Council

Submitted on Friday, February 8, 2019 - 11:59 am

==Committee Requested==

Committee: Board of Health

==Requestor Information==

Name of Individual: Jon Davey

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: I would like to speak to the February 11th Special GIC budget committee about the need to make climate change a top priority.

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? No

5.14

Form: Request to Speak to Committee of Council

Submitted on Friday, February 8, 2019 - 12:50 pm

==Committee Requested==

Committee: General Issues Committee

==Requestor Information==

Name of Individual: Sean Hurley

Name of Organization:

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: Budget Transit

Will you be requesting funds from the City? No

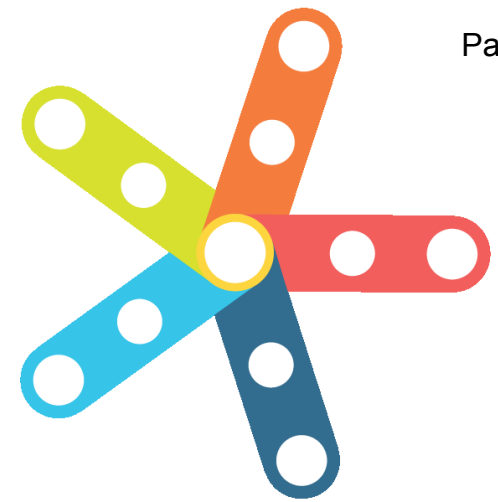
Will you be submitting a formal presentation? No



City of Hamilton
GENERAL ISSUES COMMITTEE

Meeting #: 19-002(h)
Date: February 11, 2019
Time: 3:00 p.m.
Location: Council Chambers, Hamilton City Hall
71 Main Street West

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



**HAMILTON TRANSIT
RIDERS UNION**

**Thank you for affording me the
opportunity to speak today, Mr. Mayor,
Deputy Mayor, Councilors, Staff and
assembled residents.**

Can 68-hour work week end crisis over HSR no-shows?

HSR floats voluntary overtime plan, but union says: Fire the boss!

NEWS Nov 02, 2017 by Matthew Van Dongen The Hamilton Spectator



HSR to hire up to 58 extra drivers to help resolve absenteeism




Home / News / Local / New Drivers Help Curb No Show HSR Bus...

New drivers help curb no-show HSR bus crisis


The HSR was infamously forced to cancel up to 23 buses a day last October. In June, not a single hour of scheduled service was missed.

NEWS Jul 13, 2018 by Matthew Van Dongen The Hamilton Spectator

Hamilton Street Railway ridership inches upwards, but still below projections in 10-year growth plan

Global News **RADIO** 900 CHML  By Ken Mann Reporter 900 CHML

Absent buses frustrate HSR riders, Hamilton city officials

Global News **RADIO** 900 CHML  By Ken Mann Reporter 900 CHML

Study says improving bus service is the best way to boost transit ridership

By **BEN SPURR** Transportation Reporter

Thu., May 31, 2018



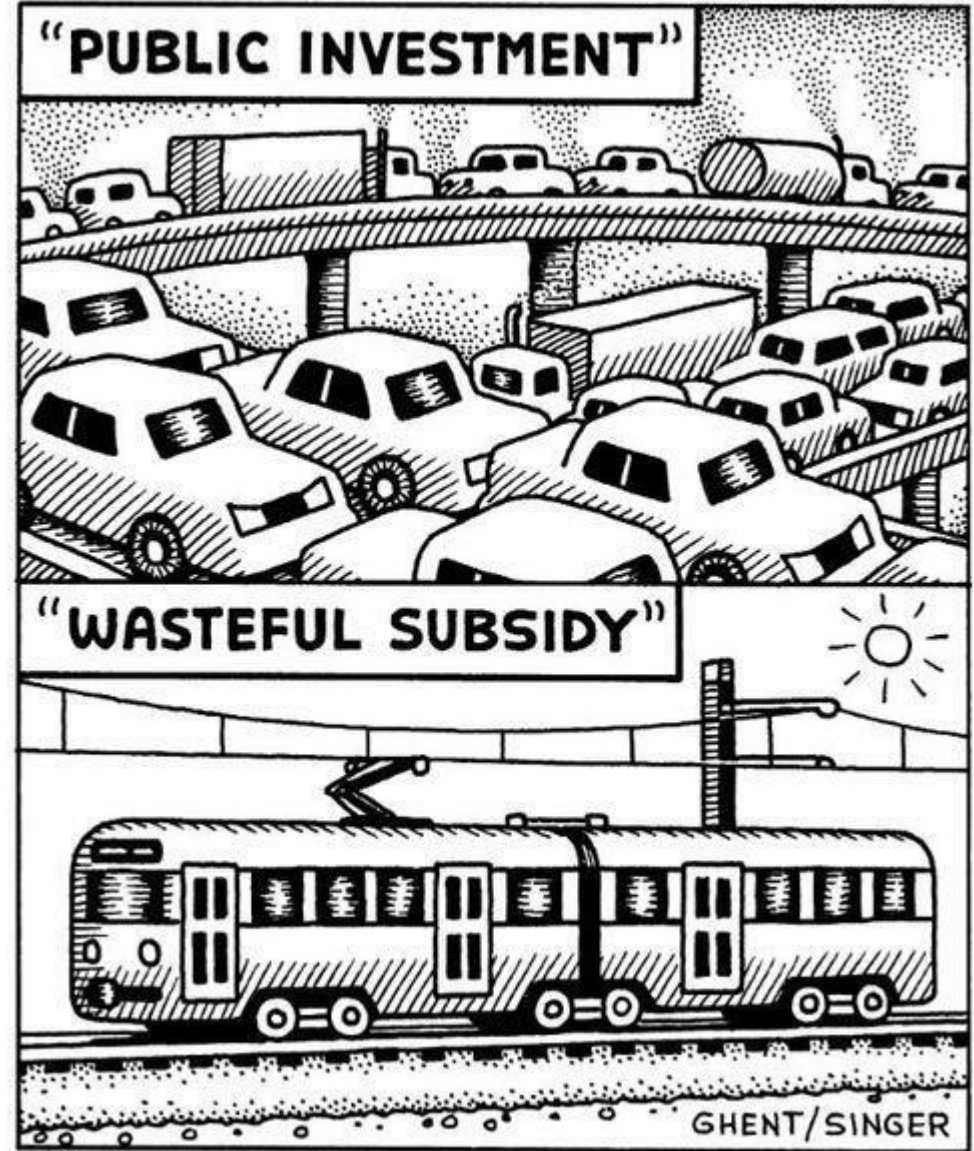
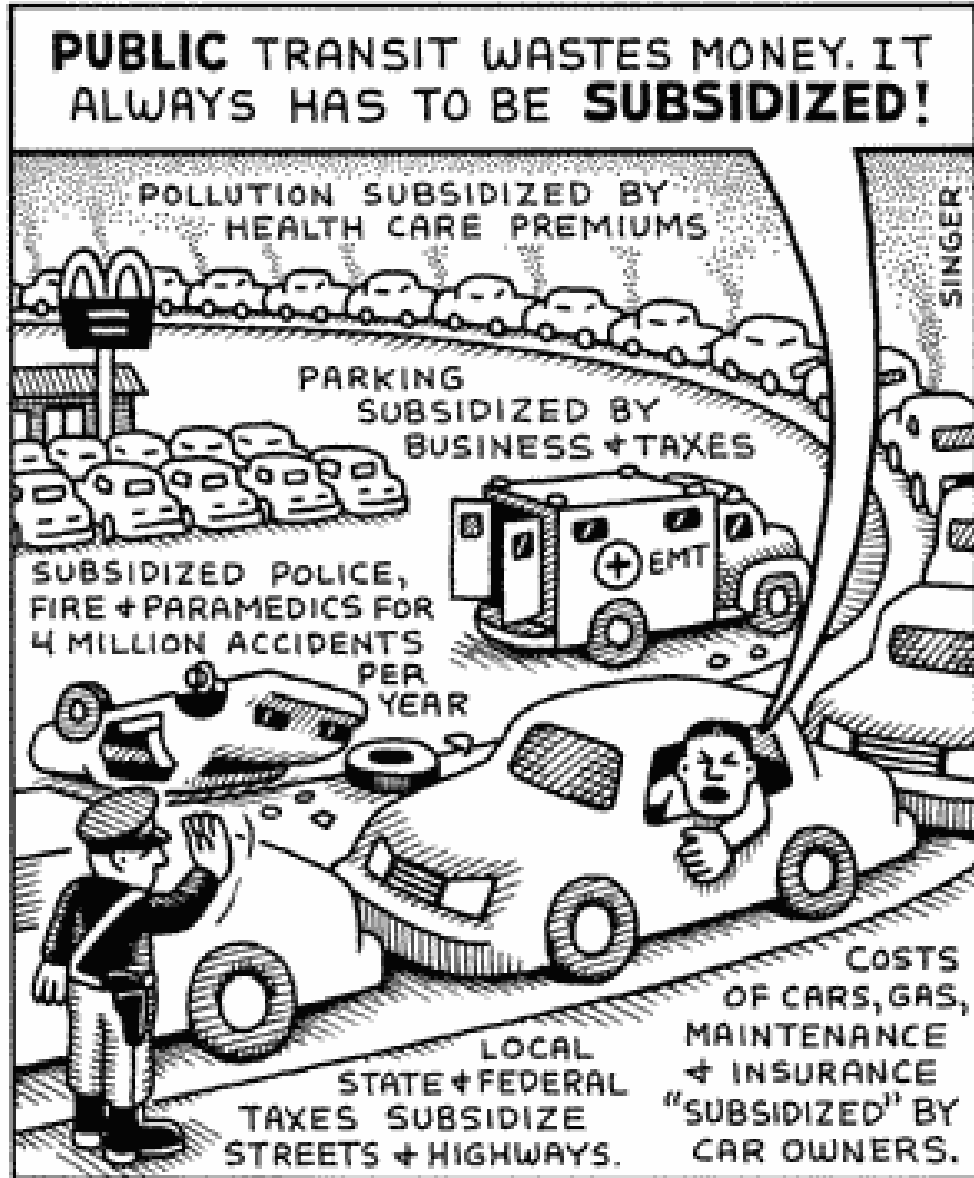
Researchers from McGill University may have discovered the key to solving the problem of stagnating ridership that's plaguing transit agencies across the continent. It's the humble public bus.

Ride the bus to work? Councillors say they can't or won't

Mayor Eisenberger accepts the challenge. The online campaign uses the hashtag #BusaMove

Samantha Craggs · CBC News · Posted: Jan 28, 2015 1:46 PM ET | Last Updated: January 29, 2015

“If five days by bus out of 40 is too difficult for our city councillors, this not only reflects poorly on the transit system as a whole, but points to the extent to which some councillors may be disconnected from the daily reality of thousands of Hamiltonians.”





Amalgamated Transit Union – Local 107 1005 King St East Hamilton, Ontario L8M 1C6

Submitted by ATU Local 107 on Feb.11 2019

As the proud President of ATU Local 107 I have the honour of representing the more than 800 transit professionals who operate and maintain the HSR in Hamilton.

2019 marks the 120th anniversary of this partnership between ATU and HSR, more than a century of providing, advocating, and fighting for a better transit system on behalf of our members and more importantly our passengers and your constituents.

Over the past 120 years of operating Hamilton's transit system, we have consistently fought for adequate funding and investment for our City's transit system and we are not about to stop now.

In this 2019 budget we are requesting that this budget committee and council to stick to its 10 year transit strategy as we believe it is working and as the recent report from the transit Director shows ridership growth is trending up.

I have heard some Councillor's express concerns that growth hasn't matched the level of investment. I say 3 ½ years of investment isn't going to instantly reverse 20 years of deferred enhanced investment. In a lot of ways our Hamilton street railway company is like the little engine that could in that no matter what obstacle's you put in our way we will climb that escarpment.

It is no coincidence that I use a train as my analogy because 2019 is a critical year for Hamilton's LRT and one of the greatest investments for our City in a lifetime.

A billion or Billion plus investment in our future requires due diligence to ensure the greatest return for our community and the best overall integrated city wide transit system for our residents.

To do this you must ensure that you provide a big city service staffed by transit professionals rather than the lowest paid from the lowest bidders. One of the highly rated benefits of this project were the reported "good jobs" that were supposed to come with it.

I am here today to state on the record that the only good jobs we see in this industry come with the long-term benefits of well paying unionized jobs that include health benefits and pensions.



As a local we also fully support the other reported community benefits such as affordable housing on excess lands and apprenticeship programs for at risk members of our community. This was captured in the previous motion passed by council in 2018 and I urge you to stand by that motion.

My members and passengers along with the more than 8000 Hamilton signatures to the Keep Transit Public campaign are counting on it.

(See Motion Attached)

I know this is contentious but the other critical issue I wish to address today is the need to eliminate area rating to ensure the expedited growth of transit ridership which I remind you is needed to sustain a billion dollar plus LRT system.

As you are aware the most potential for growth of ridership is in those areas that have experienced development.

Hamilton has experienced unprecedented development of residential growth in Binbrook, Waterdown and Glanbrook where thousands of new homes have been built along with development of Industrial and employment lands in Meadowlands, Redhill, Ancaster or Mt Hope Business parks just to mention a few.

Failure to recognise this immediate need is negligent as it will directly contribute to the creation of second and third generational car drivers and can drastically impact the environment for generations to come. Not to mention the limits it put on access to vital employment lands for our most vulnerable citizens who can't afford a car or are dependent on public transit.

I am a Proud Hamiltonian and just like you I am committed to ensuring Hamilton is a world class City that has a fully integrated and connected transit system that allows full access to every corner of this great city for "ALL"

If you are a young construction worker who is trying to get to work on the new subdivisions being built in Binbrook or Glanbrook;; or a butcher who wants to apply for a job at Highland packers or Mapleleaf Meats which by the way was built here on a promise of public transit access in 2014 that you still hasn't been delivered on; or a student living in several parts of Flamborough, Dundas or Stoney Creek who has just been accepted into Mohawk Collage or McMaster University, we will get you access thru our world class publicly funded transit system.

That is our goal and this is the vision... it's up to you to make it happen with responsible growth and development that includes ongoing investment in the annual operations of Public Transit.

Thank you.

CITY OF HAMILTON

NOTICE OF MOTION

Committee Date: Dec. 18, 2017

MOVED BY COUNCILLOR M. GREEN.....

SECONDED BY COUNCILLOR

**Good Jobs and Community Benefits:
Re: Operations and Maintenance of Hamilton LRT**

WHEREAS at the Special General Issues Committee Light Rail Transit LRT Report 17-016, dated August 9, 2017, the following motion was passed which was subsequently ratified by Hamilton City Council as follows:

"That staff be directed to advise Metrolinx that the forthcoming operating and maintenance agreement between the City of Hamilton and Metrolinx for Light Rail Transit should include the Hamilton Street Railway as the party responsible to operate and maintain the new Light Rail Transit line, and any other future transit expansion, in the city of Hamilton."

AND WHEREAS, both the government of the province of Ontario and Metrolinx raised official concerns with the above motion, which in turn led to Hamilton Council directing staff on December 1, 2017, to advise on the potential responsibilities, risks and obligations of a DBFM versus a DBFOM model;

AND WHEREAS, Staff Report Operation and Maintenance of the Hamilton Light Rail Transit (LRT) System (PED17185/HUR17024) (City Wide) submitted December 1, 2017 by LRT Project Coordination Planning and Economic Development Department Mr. Paul Johnson recommending that the key risks and responsibilities associated with a DBFM model are below.

"On March 28, 2017, staff prepared an information report on the Light Rail Transit (LRT) Procurement Model (PED17030), which sets out some of the key differences between DBFOM and DBFM delivery models. Key differences between the delivery models were summarized in a table appended to that report, and is re-attached hereto with updates to reflect further labour relations analysis, as Appendix "B" to Report PED17185/HUR17024."

AND WHEREAS, Council is required to indicate a preference between the DBFM and DBFOM process by January 24, 2018;

WHEREAS Council has further been advised by way of Metrolinx's procurement policy that HSR is prohibited from bidding for the maintenance work on the new LRT expansion under current provincial regulations;

AND WHEREAS ATU 107 have been and remain an integral contributor to the growth and prosperity of our city of Hamilton by providing safe, affordable and efficient Public Transit for almost 120 years and have maintained stable labour relations in the community;

AND WHEREAS the City and ATU Local 107 had previously collectively bargained and ratified language in their collective agreement extending Local 107's bargaining rights in the event that, transit in Hamilton was extended or otherwise expanded by the City of Hamilton;

AND WHEREAS the agreement specifically referred to a Letter of Understanding between the parties described as Re: Alternative Services Delivery New Services (Appendix A);

AND WHEREAS the City further recognizes and acknowledges it's existing and subsequent collective bargaining agreements and commitments with the ATU and it's Local 107 including, but not limited to the Letter of Understanding referenced above;

And WHEREAS, the City has a recognized obligation under such collective agreement for recognition of this obligation for operations and maintenance of the new LRT line as proposed by Metrolinx without any further delay to the RFP process.

WHEREAS, The following motion was introduced Light Rail Transit Sub-Committee January 30, 2017 Report 17-001 at General Issues Committee – February 15, 2017 That staff be directed to report back to the LRT Sub-Committee on a framework for a Community Benefits Agreement focussing on, but not limited to: affordable housing, employment, local procurement and environmental improvement

THEREFORE BE IT RESOLVED THAT

1. THAT THE CITY OF HAMILTON ENSURE IN ITS CONTRACT WITH METROLINX AND/OR PROJECTCO THAT

- a) ProjectCo shall be required to contractually recognize that they assume operations as a successor employer pursuant to the Labour Relations Act and therefore enter into a legally enforceable written voluntary recognition agreement with Amalgamated Transit Union, Local 107 for bargaining rights for all ProjectCo LRT employees below the rank of Supervisor employed in the operations and maintenance of Hamilton's LRT.
- b) That the Fair Wage Schedule be amended to include the Total Hourly Compensation for all positions set out in Schedule "A" of the collective agreement between the City and Amalgamated Transit Union, Local 107. Totally Hourly Compensation to be determined pursuant to the formula set out in Section 3 of the Fair Wage Policy.
- c) That ProjectCo agree to abide by the amended Fair Wage Policy and the amended Fair Wage Schedule.
- d) That ProjectCo agree to provide LRT employees all benefits at or above those set out in the collective agreement between the City and Amalgamated Transit Union, Local 107.
- e) That, pursuant to section 6 of the OMERS Act, ProjectCo enter into an agreement with the City to provide municipal transit services and that ProjectCo seek status as an OMERS Associated Employer, and that ProjectCo LRT employees be enrolled in OMERS. In the event that ProjectCo is denied status as an Associated Employer, that ProjectCo provide to its employee's pension rights equivalent to OMERS membership.

2. That Metrolinx confirm that within the Request For ^{Qualifications} ~~Procurement~~ process, that up to 2 representatives from the Hamilton Community Benefits Network be present for the Community Benefits presentations by the qualified bidders for information and to provide community feedback.

Appendix A

Letter of Understanding with the City of Hamilton Re:

Alternative Service Delivery New Services:

"A Request for Proposal (RFP) for a private contract for the provision of transit service will be prepared by HSR management. HSR management will prepare an internal bid for provision of the service together with the ATU based on:

- (a) Wage - maximum Step 1 Bus Operator rate and a 70-hour bi-weekly guarantee; 88
- (b) (c)

Benefits - "X" % of Step I Bus Operator rate; All other costs including overheads, maintenance, capital depreciation, etc., costed at -"X" % of Step 1 Bus Operator rate. The internal ATU bid will be sealed and opened publicly with private sector submissions. Award of the bid will be solely on the basis of lowest cost with the understanding that if the ATU bid is within 10% of the lowest bid, ATU will be awarded the contract. (3) (2)

Conversion of Existing Services to Alternate Service Delivery

It is agreed that any conversion of existing fixed route conventional transit services from the date of ratification of a Collective Agreement will be exclusively ATU work. The new service will be posted for bid to current Operators. The wage rate and bi-weekly guarantee will be that of the Operator who successfully bids this work. Additional duties may be assigned to the Operator as determined necessary by Management such as the use of a cellular phone to take bookings without access to wage premium(s).

MAINTENANCE DIVISION

In addition, the Company further agrees that the Engineering Maintenance Division will not contract out more than 10% of its annual gross operating budget as approved each year by City Council. Warranty and capital projects are excluded from this clause. This letter will remain in effect for the term of the agreement. Note: It is agreed that unconventional transit service shall include demand responsive service, community bus service and flexible routing bus service.

LETTER OF UNDERSTANDING - CONTRACTING OUT

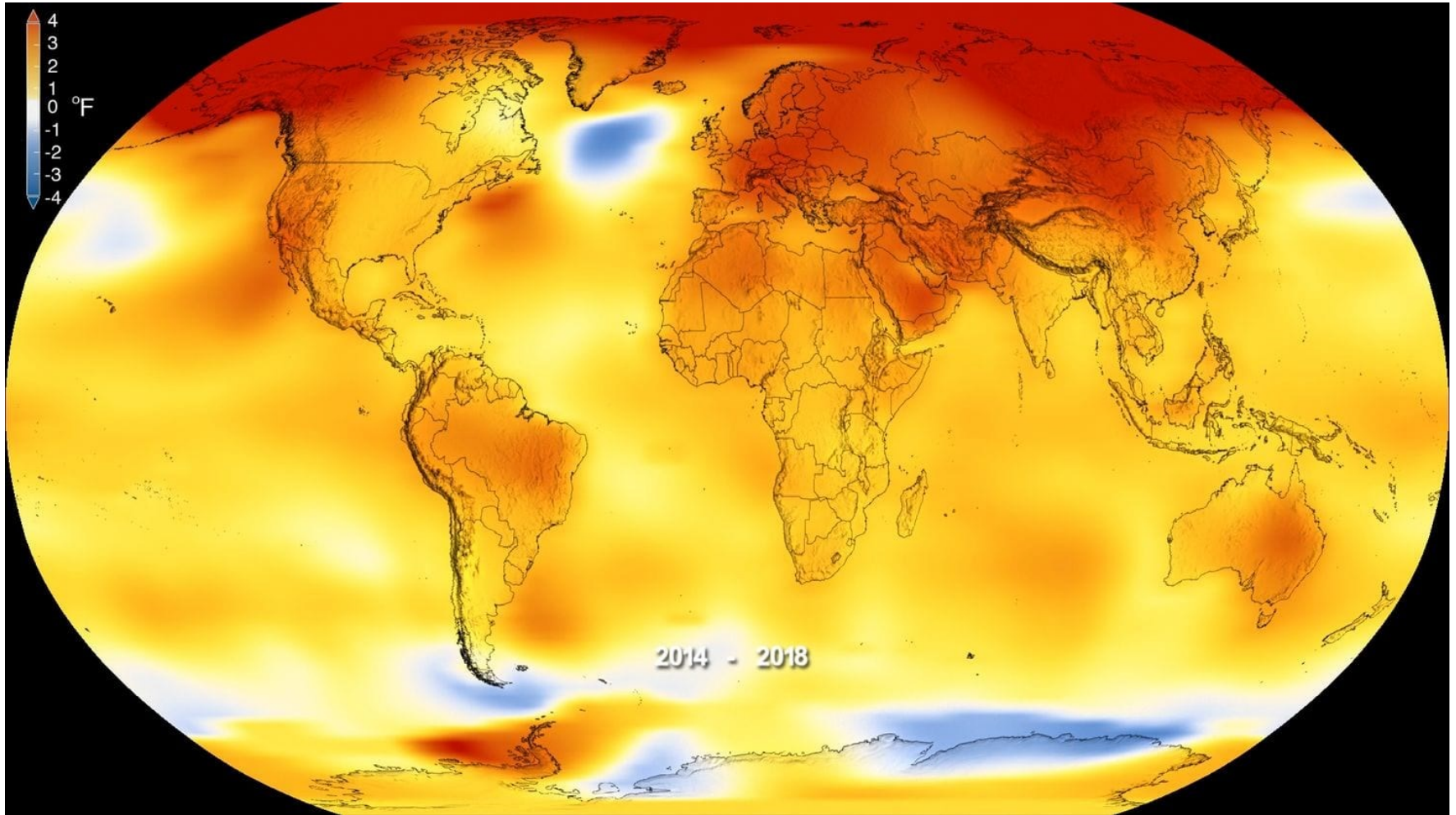
All conventional fixed route transit services within the Urban Transit Service Area will be assigned to AT.U. Local 107

2019 Budget

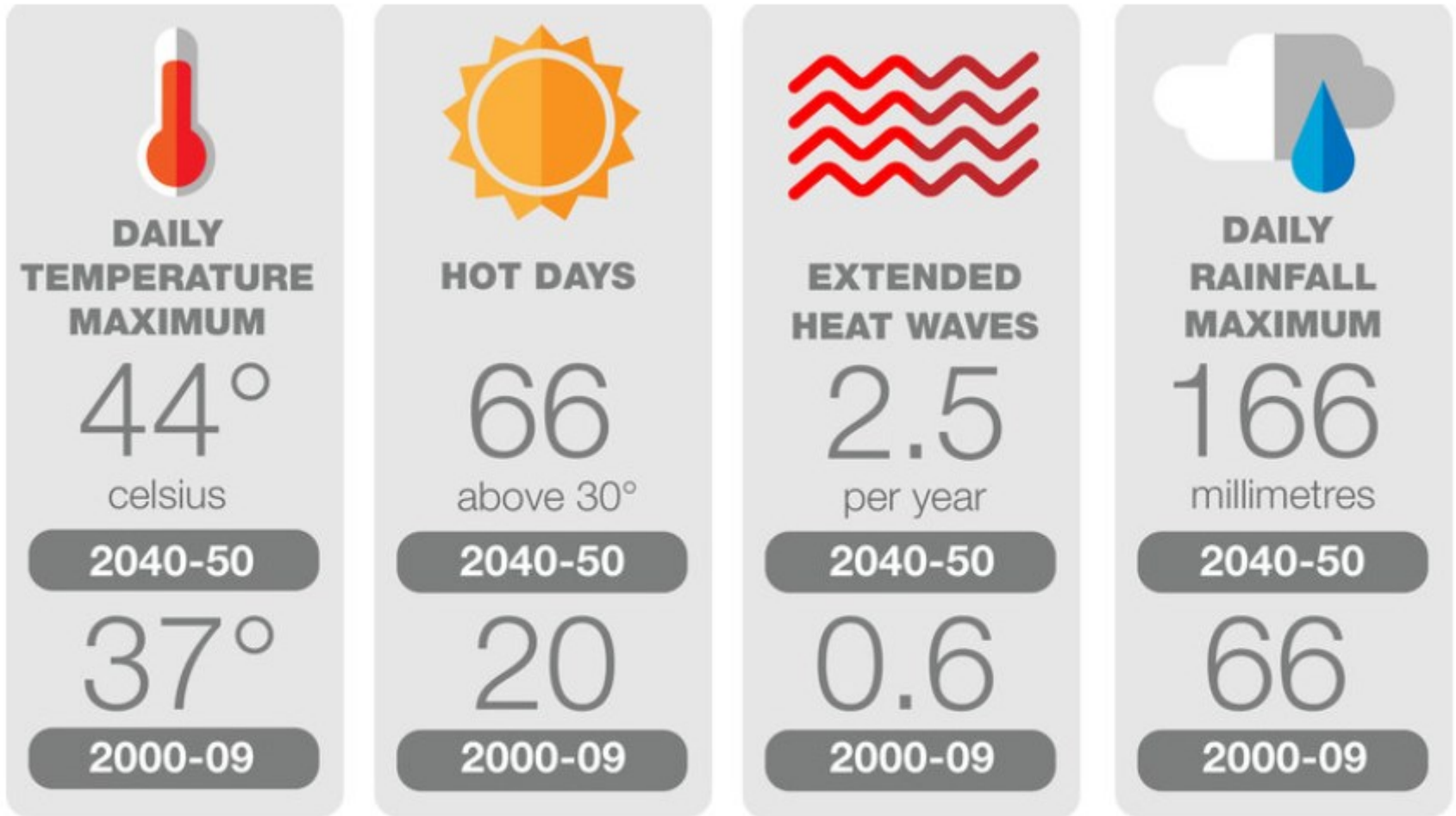
General Issues Committee

February 11, 2019

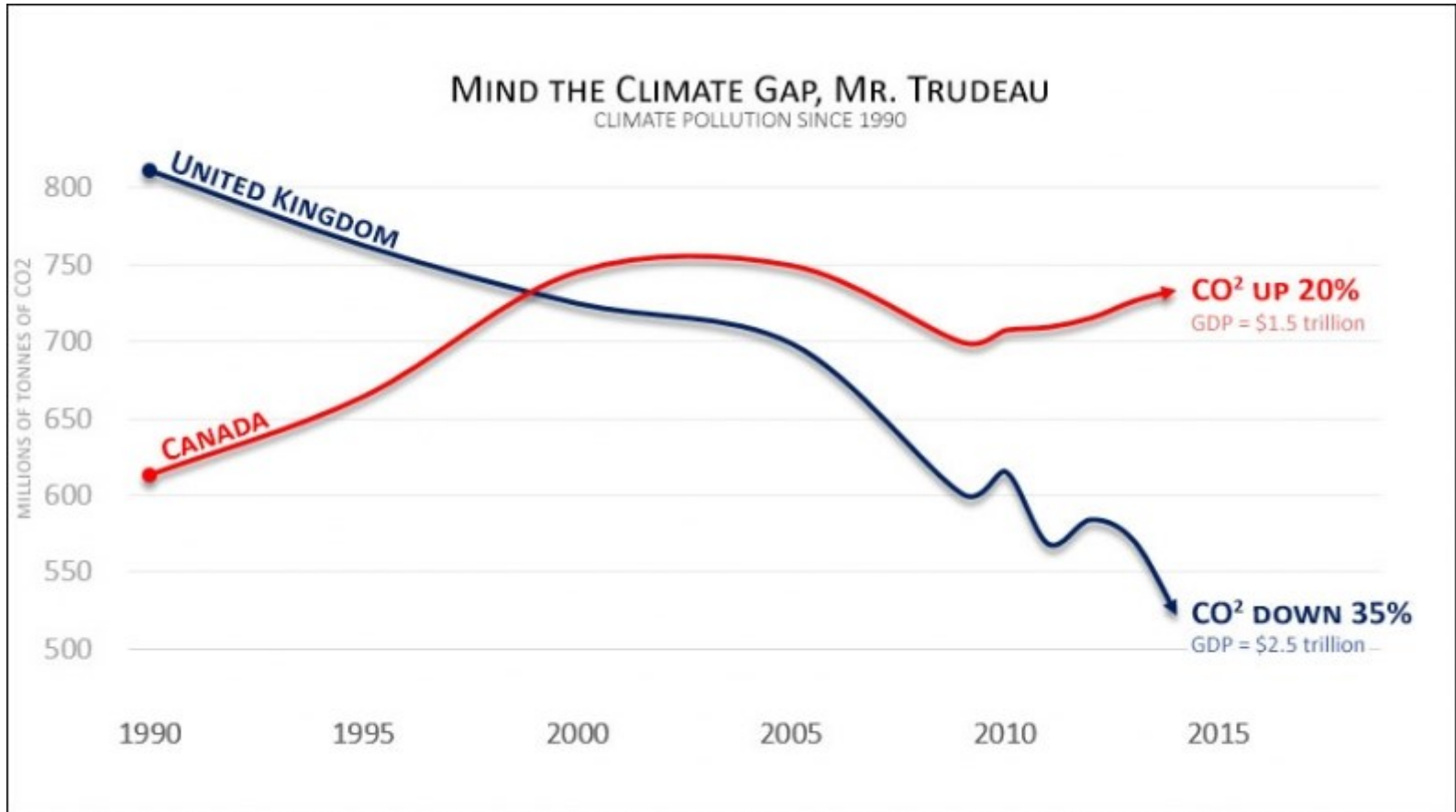
Don McLean



Temperature differences from normal around the globe for the planet averaged over the past five years (2014-2018). (NASA)



Calling all Torontonians to work together for a safe climate future for Toronto!



Climate pollution since 1990 for UK and Canada in millions of tonnes of CO₂e (MTCO₂). CHART by Barry Saxifrage at VisualCarbon.org, April 2016. SOURCES: Emissions through 2013 from each nation's most recent official National Inventory Reports to UN. National GDP from World Bank as PPP in constant 2011 international dollars.

World 'nowhere near on track' to avoid warming beyond 1.5C target

UK Guardian Sept 27, 2018

Exclusive: Author of key UN climate report says limiting temperature rise would require enormous, immediate transformation in human activity



▲ Avoiding a temperature increase of more than 1.5C will be 'extraordinarily challenging', says the report's author. Photograph: Matt Brown/AP

We have 12 years to limit climate change catastrophe, warns UN

UK Guardian Oct 8 2018

Urgent changes needed to cut risk of extreme heat, drought, floods and poverty, says IPCC

● [Overwhelmed by climate change? Here's what you can do](#)



▲ A firefighter battles a fire in California. The world is currently 1C warmer than preindustrial levels. Photograph: Ringo HW Chiu/AP

The world's leading climate scientists have warned there is only a dozen years for global warming to be kept to a maximum of 1.5C, beyond which even half a degree will significantly worsen the risks of drought, floods, extreme heat and poverty for hundreds of millions of people.

Global warming of oceans equivalent to an atomic bomb per second

UK Guardian Jan 7 2019

Seas absorb 90% of climate change's energy as new research reveals vast heating over past 150 years



▲ An Argo float is deployed into the ocean. Photograph: CSIRO

Global warming has heated the oceans by the equivalent of one atomic bomb explosion per second for the past 150 years, according to analysis of new research.

Met Office: global warming could exceed 1.5C within five years

UK Guardian Feb 6 2019

Lowest Paris agreement target may temporarily be surpassed for first time between now and 2023



▲ Elevated water temperatures from global warming can kill coral, leaving behind a bleached white coral skeleton. Photograph: Mark Conlin/Getty Images

Global warming could temporarily hit 1.5C above pre-industrial levels for the first time between now and 2023, according to a long-term forecast by the [Met Office](#).

A third of Himalayan ice cap doomed, finds report

UK Guardian Feb 4, 2019

Even radical climate change action won't save glaciers, endangering 2 billion people



▲ Melting ice on Khumbu glacier in the Everest-Khumbu region. Himalayan glaciers are a water source for 250 millions people. Photograph: Alex Treadway/ICIMOD

At least a third of the huge ice fields in Asia's towering mountain chain are doomed to melt due to climate change, according to a [landmark report](#), with serious consequences for almost 2 billion people.

Plummeting insect numbers 'threaten collapse of nature'



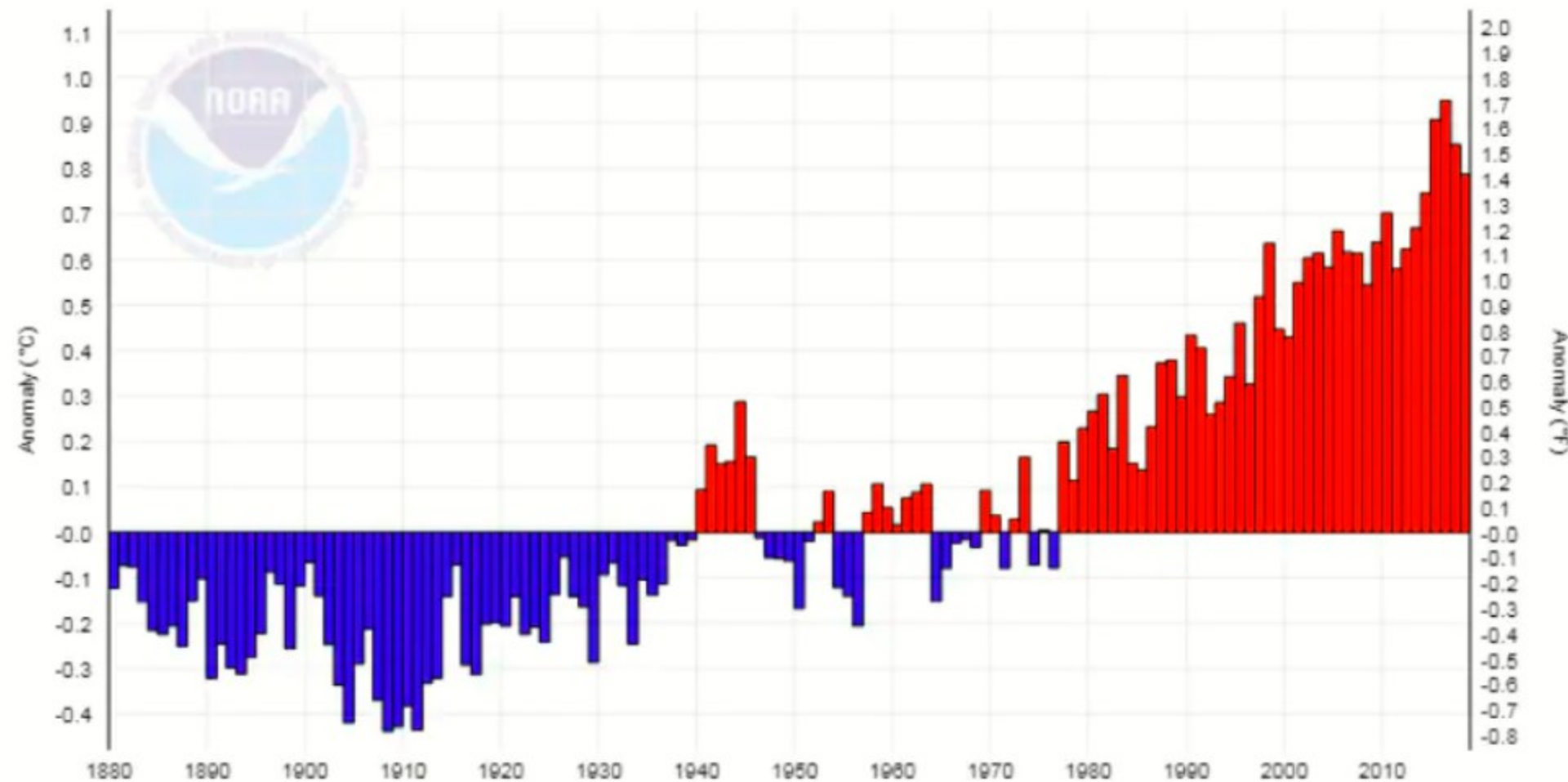
▲ The rate of insect extinction is eight times faster than that of mammals, birds and reptiles. Photograph: Courtesy of Entomologischer Verein Krefeld

Exclusive: Insects could vanish within a century at current rate of decline, says global review

Advertisement

UK Guardian – February 10, 2019

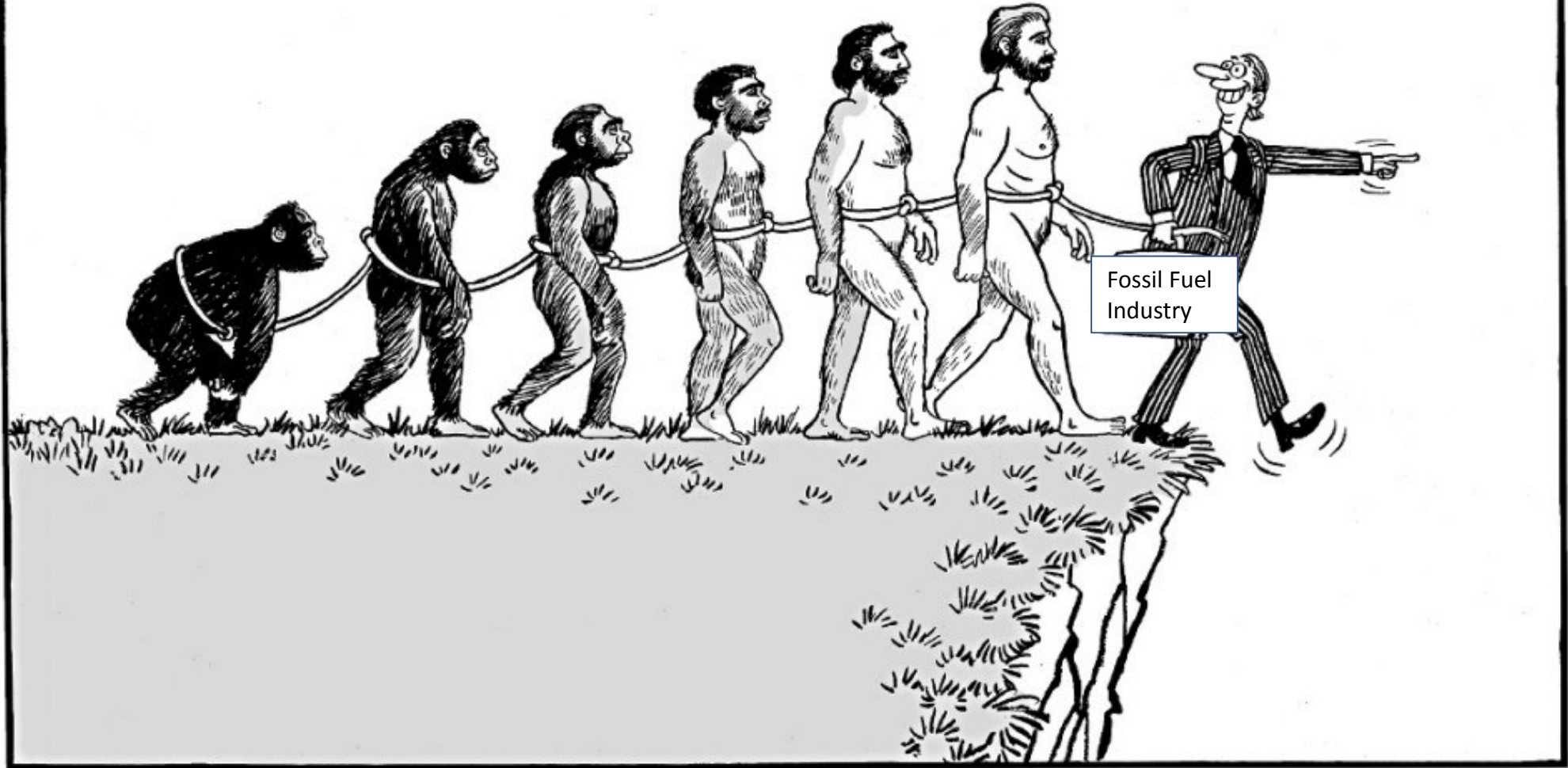
Global Land and Ocean Temperature Anomalies, January-December



Annual global temperature difference from long-term average, 1880 to 2018. Red years are above average, blue years are below average. (NOAA)

Transit Improvements

An effective way to cut CO₂ emissions



Evolution stops here

Humans focus on the here and now and discount the future!

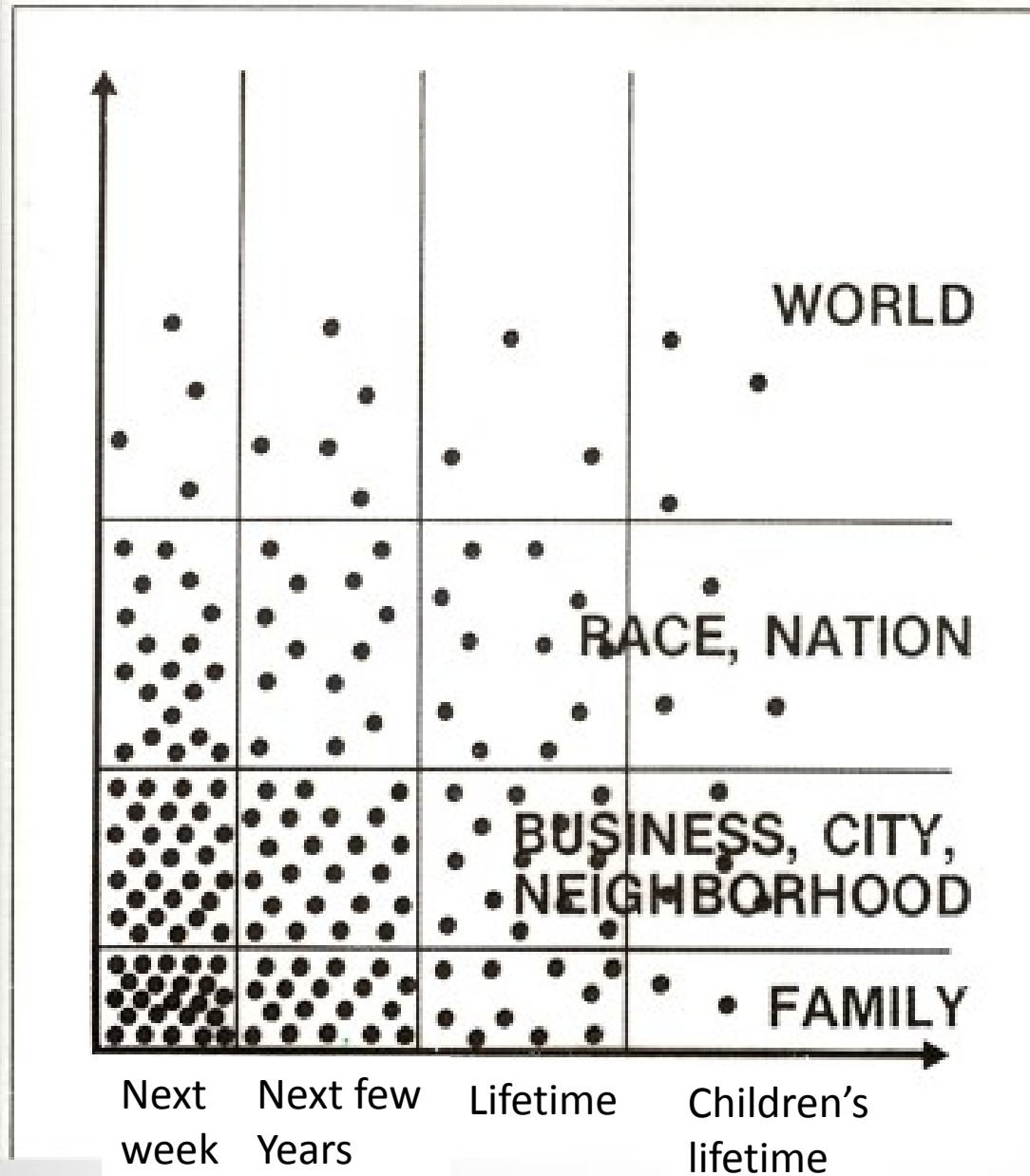
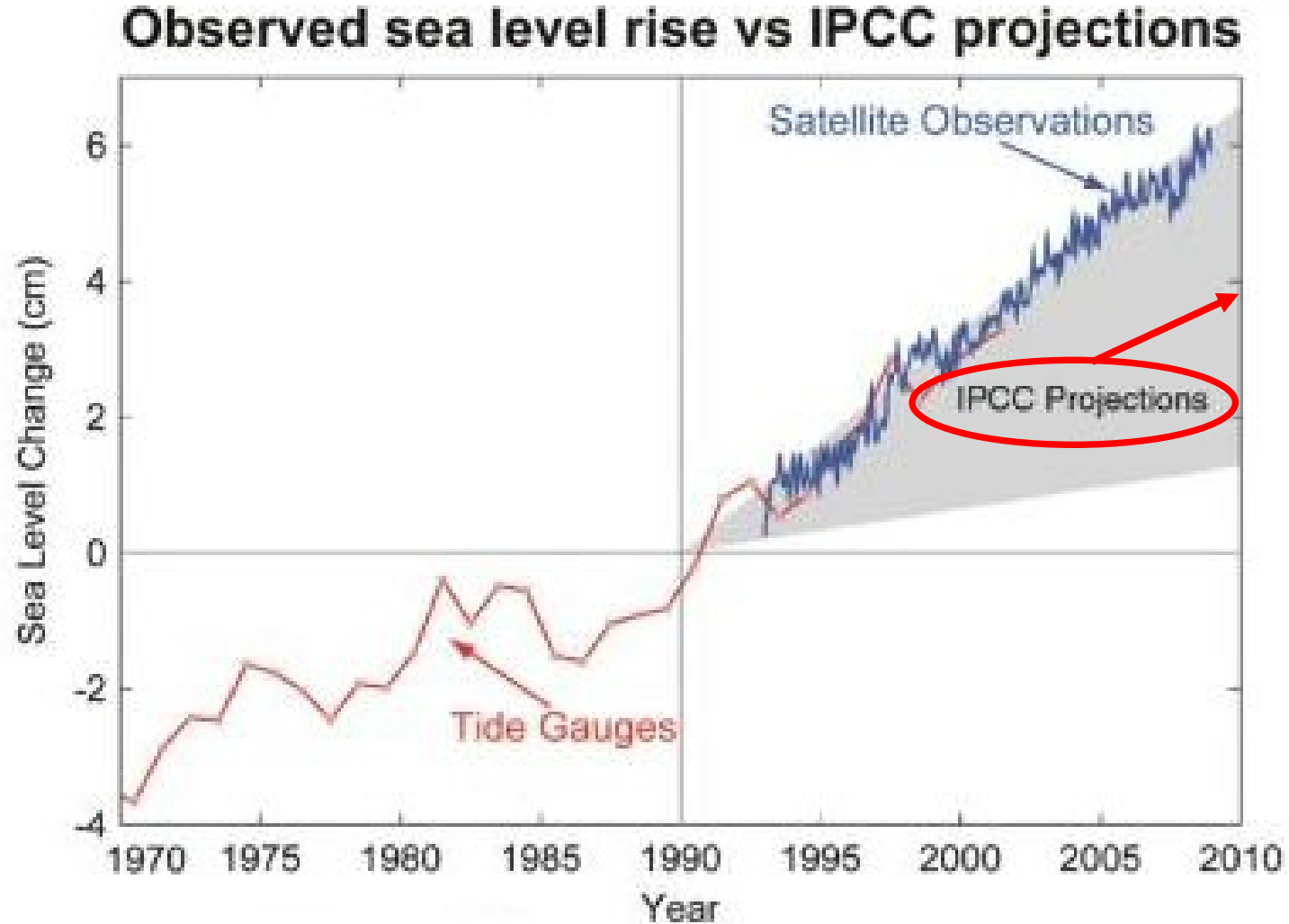


FIGURE 75. *Human perspectives. Most people are less concerned about future cost and benefits than present ones. (Dennis L. Meadows Limits to Growth, 1972.)*

Predictions by the Intergovernmental Panel on Climate Change (IPCC) are underestimates of rate and magnitude



IPCC underestimated impacts (earlier reports)

Underestimated impacts

- Temperature ↑
- Arctic ice melting
- Ice sheets (Greenland, Antarctica)
- Sea level rise

What they missed

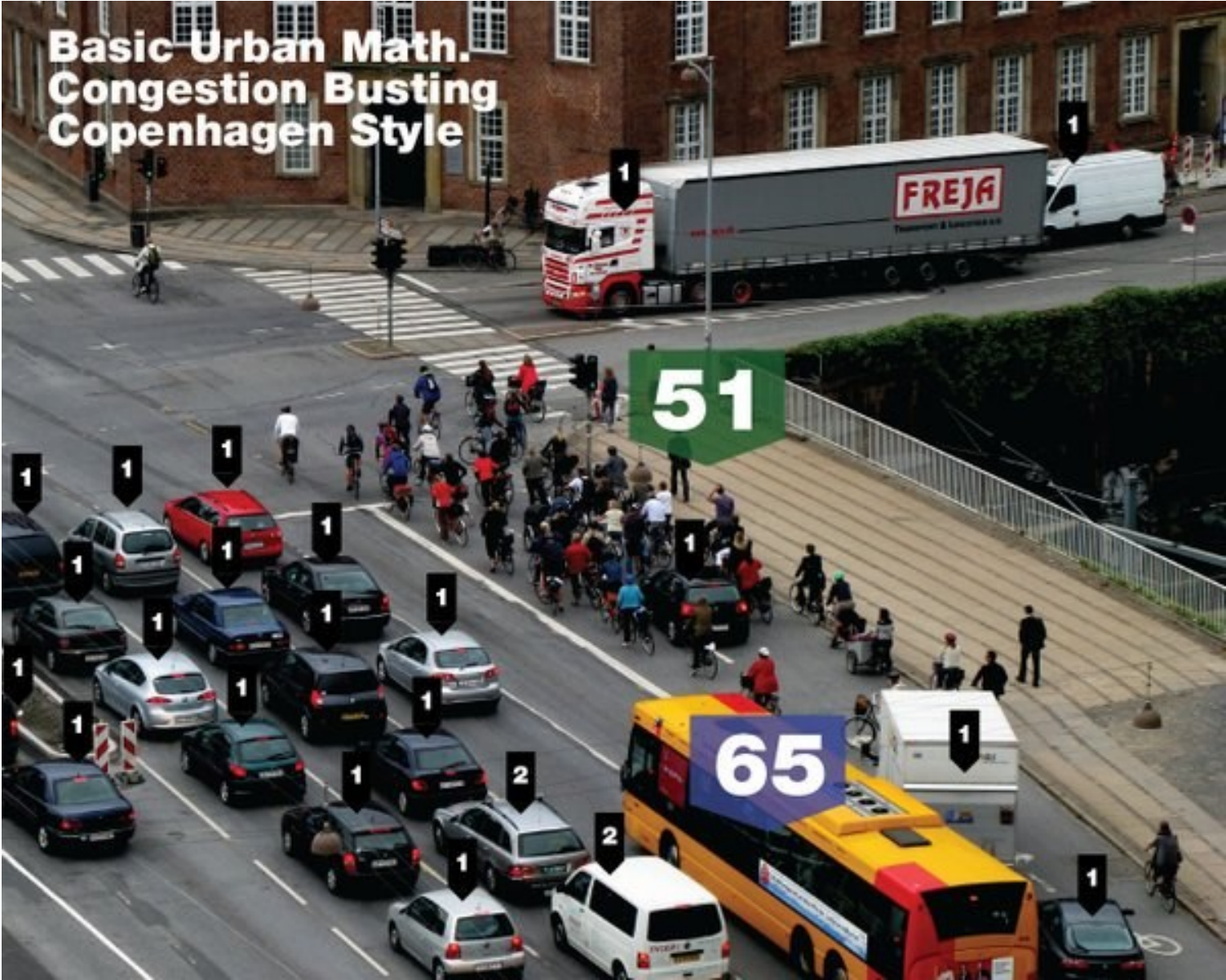
- Melting of arctic permafrost
→ Release of methane and CO₂
- Unrecognized environmental interactions
- Lubrication, ice cracks, sliding of ice sheets
- Left out Greenland/Antarctic ice sheet contributions to reach consensus.

IPCC reports underestimate rate and severity of climate change!

- IPCC 2018 states that we have 11 years to gain control of and significantly reduce emissions to avoid devastating climate change effects.
- This is real
- This is dangerous
- THIS IS A CRISIS!



Improve Transit and Keep it affordable!



Federal and provincial governments are not
awake!

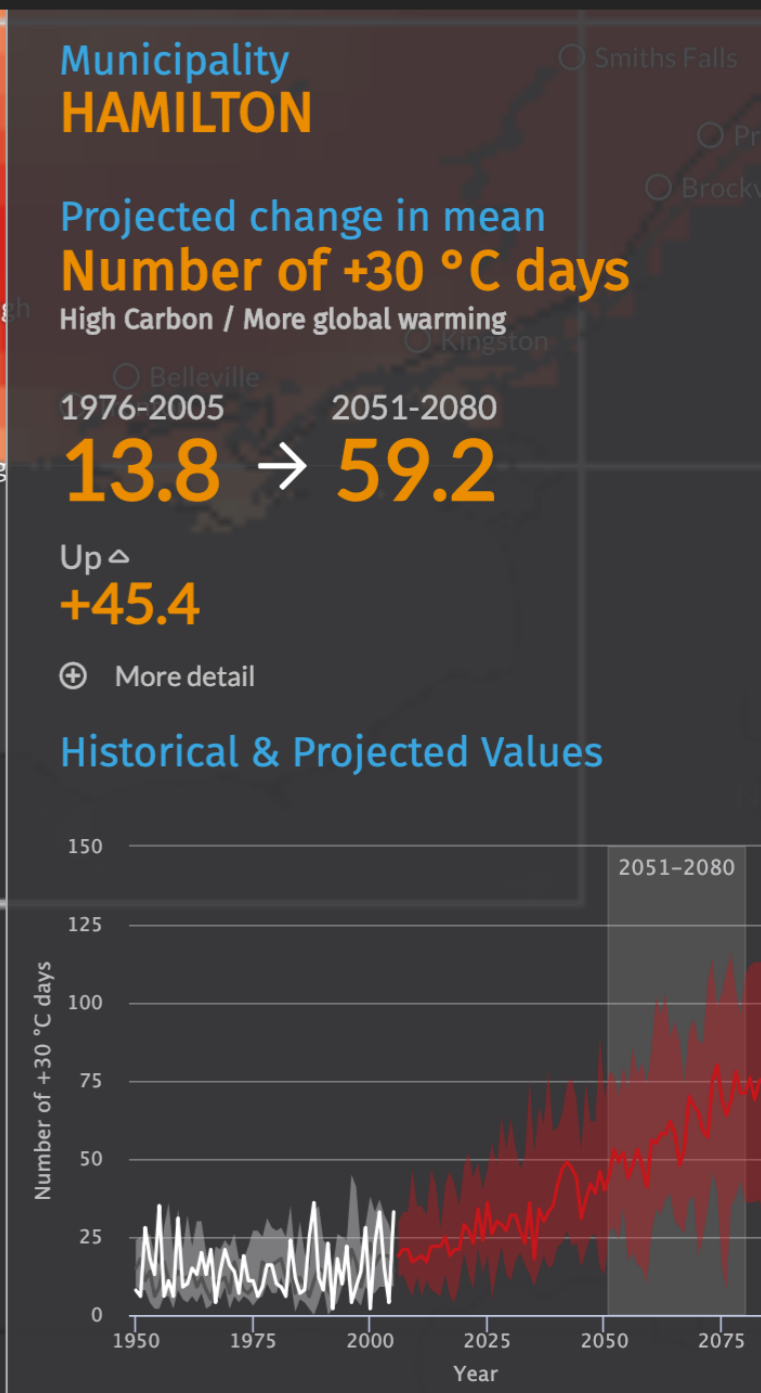
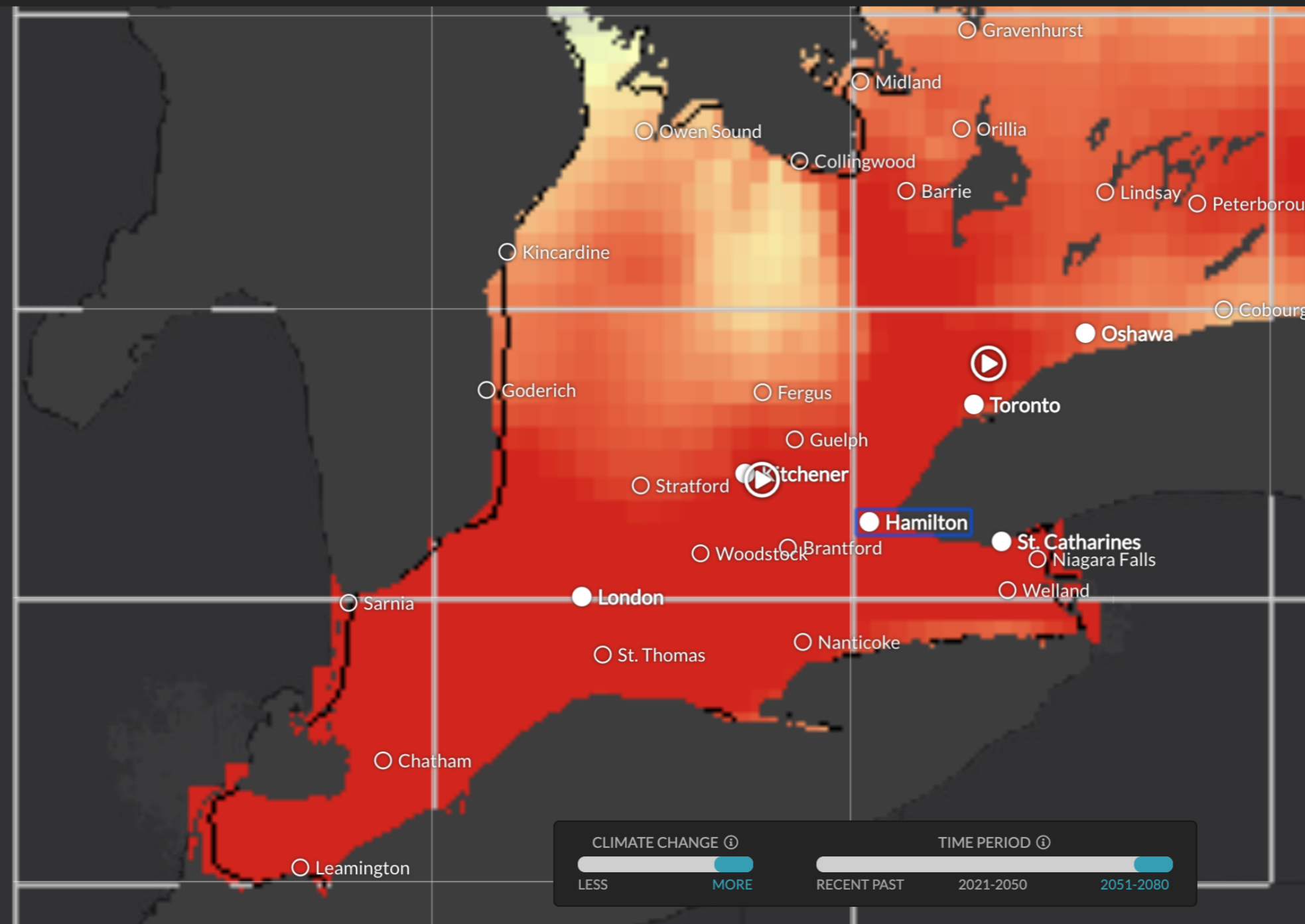
- It is up to us and you, our municipal
representatives.

Apply the CO₂ reduction lens to decisions.



Reduce CO₂ emissions like our future depends on it

It does!



Source: www.climateatlas.ca



“A society grows great when old people plant trees in whose shade they know they shall never sit.”

– ancient greek proverb



Join other cities, like Halifax and Vancouver declaring climate change an emergency.



Priorities in the climate crisis.

- **housing intensification** with lower minimum parking requirements and a ban on suburban sprawl
- much more funding for **public transportation** and replacement of the entire diesel fleet with electric
- emergency implementation of **VisionZero**. Because we know that the demand for zero emission, active transportation can be unlocked if we make it safe for pedestrian, bicycles and light vehicles to use our roads.
- **Plant trees**. All temperature increases that the climate models forecast are increased by a further 2°C in urban centres due to heat islands.
- There is a 7 fold increase in air travel emissions predicted in the coming decade. And when you see ads telling everyone they can travel from Hamilton to Vancouver for \$99 it isn't hard to understand how. Apply a municipal **carbon levy** on flights that leave Hamilton airport and invest in CO2 reduction elsewhere in the city.
- Partner with industry to **capture carbon** emissions as well as production heat for use in generating electricity

Greta Thunberg



“We have not come here to beg world leaders to care. You have ignored us in the past and you will ignore us again. We have come here to let you know that change is coming. If you like it or not.”

Thank you