



City of Hamilton
AIRPORT SUB-COMMITTEE
AGENDA

Meeting #: 22-002
Date: June 28, 2022
Time: 9:30 a.m.
Location: Council Chambers
Council Chambers, Hamilton City Hall
71 Main Street West

Angela McRae, Legislative Coordinator (905) 546-2424 Ext. 5987

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- 7.2. John C. Munro Hamilton International Airport - Conventional Transit Service Levels and Ridership (PW22057) (City Wide) 32

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9. PUBLIC HEARINGS / DELEGATIONS**10. DISCUSSION ITEMS****11. MOTIONS****12. NOTICES OF MOTION****13. GENERAL INFORMATION / OTHER BUSINESS**

- 13.1. Amendment to the Outstanding Business List:

- 13.1.a. Items Considered Complete and Needing to be Removed:

2022 - 2023 John C. Munro Hamilton International Airport - City of Hamilton Joint Marketing Incentives (PED22063) (City Wide)

That staff be directed to investigate Hamilton Street Railway (HSR) ridership to the John C. Munro Hamilton International Airport, to include information on frequency, capacity loads, and stop locations and report back to the Airport Sub-Committee.

Added: February 24, 2022 - at Airport Sub-Committee - Item 10.1

Completed: June 28, 2022 - at Airport Sub-Committee - Item 7.2

OBL Item: 22-A

14. PRIVATE AND CONFIDENTIAL

14.1. February 24, 2022 - Closed Minutes

Pursuant to Section 9.1, Sub-sections (c), (j) and (k) of the City's Procedural By-law 21-021, as amended; and, Section 239(2), Sub-sections (c), (j), and (k) of the *Ontario Municipal Act, 2001*, as amended, as the subject matter pertains to a proposed or pending acquisition or disposition of land by the municipality or local board; a trade secret or scientific, technical, commercial, or financial information that belongs to the municipality or local board and has monetary value or potential monetary value; 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.

14.2. Potential Development and Expansion Proposal at John C. Munro Hamilton International Airport (CYHM, YHM) (PED22159) (Ward 11)

Pursuant to Section 9.1, Sub-section (c) of the City's Procedural By-law 21-021, as amended; and, Section 239(2), Sub-section (c) of the *Ontario Municipal Act, 2001*, as amended, as the subject matter pertains to a proposed or pending acquisition or disposition of land by the municipality or local board.

15. **ADJOURNMENT**



AIRPORT SUB-COMMITTEE MINUTES 22-001

9:30 a.m.

February 24, 2022

Council Chambers

Hamilton City Hall

71 Main Street West

Present: Councillor B. Johnson (Co-Chair)
Mayor F. Eisenberger
Councillors L. Ferguson, J. Partridge, E. Pauls, M. Pearson, and R. Powers

Regrets: Councillors J.P. Danko and T. Whitehead – Personal

THE FOLLOWING ITEMS WERE REFERRED TO THE GENERAL ISSUES COMMITTEE FOR CONSIDERATION:

1. **2022 - 2023 John C. Munro Hamilton International Airport - City of Hamilton Joint Marketing Incentives (PED22063) (City Wide) (Item 10.1)**

(Ferguson/Partridge)

That the City of Hamilton approve and allocate \$100K, from the Airport Joint Marketing Reserve Fund No. 112217 as the City's contribution to the 2022-2023 John C. Munro Hamilton International Airport – City of Hamilton Joint Marketing Initiatives.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 5 Councillor Russ Powers
YES - Ward 7 Councillor Esther Pauls
NOT PRESENT - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

2. **TradePort / City Lease Negotiation Status Update (PED19084(f)) (City Wide) (Item 14.2)**

(Ferguson/Pearson)

(a) That the direction provided to staff in closed session be approved;

- (b) That Report PED19084(f), respecting the TradePort International Corporation / City Lease Negotiation Status Update and its appendices, remain confidential.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 5 Councillor Russ Powers
YES - Ward 7 Councillor Esther Pauls
NOT PRESENT - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

FOR INFORMATION:

(a) CHANGES TO THE AGENDA (Item 2)

The Committee Clerk advised that there were no changes to the agenda.

(Eisenberger/Ferguson)

That the agenda for the February 24, 2022 Airport Sub-Committee meeting be approved, as presented.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 5 Councillor Russ Powers
YES - Ward 7 Councillor Esther Pauls
NOT PRESENT - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

(b) DECLARATIONS OF INTEREST (Item 3)

There were no declarations of interest.

(c) APPROVAL OF MINUTES OF PREVIOUS MEETING (Item 4)

(i) April 15, 2021 Minutes (Item 4.1)

(Partridge/Pauls)

That the Minutes of the April 15, 2021 meeting of the Airport Sub-Committee be approved, as presented.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 5 Councillor Russ Powers
YES - Ward 7 Councillor Esther Pauls
NOT PRESENT - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

(d) PRESENTATIONS (Item 8)

(i) Cathie Puckering, President and CEO, John C. Munro Hamilton International Airport - 2021 Year in Review (Item 8.1)

Cathie Puckering, President and CEO, and Cole Horncastle, Executive Managing Director, John C. Munro Hamilton International Airport, addressed the Committee respecting the 2021 Year in Review, with the aid of a PowerPoint presentation.

(Pearson/Powers)

That the presentation from Cathie Puckering, President and CEO, and Cole Horncastle, Executive Managing Director, John C. Munro Hamilton International Airport, respecting the 2021 Year in Review, be received.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 5 Councillor Russ Powers
YES - Ward 7 Councillor Esther Pauls
NOT PRESENT - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

(e) DISCUSSION ITEMS (Item 10)

(i) 2022 - 2023 John C. Munro Hamilton International Airport - City of Hamilton Joint Marketing Incentives (PED22063) (City Wide) (Item 10.1)

(Ferguson/Pearson)

That staff be directed to investigate Hamilton Street Railway (HSR) ridership to the John C. Munro Hamilton International Airport, to include information on frequency, capacity loads, and stop locations and report back to the Airport Sub-Committee.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 5 Councillor Russ Powers
YES - Ward 7 Councillor Esther Pauls
NOT PRESENT - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

(f) PRIVATE AND CONFIDENTIAL (Item 14)

(i) April 15, 2021 Closed Minutes (Item 14.1)

(Pauls/Pearson)

- (a) That the Closed Session Minutes of the April 15, 2021 Airport Sub-Committee meeting, be approved as presented; and,
- (b) That the Closed Session Minutes of the April 15, 2021 Airport Sub-Committee meeting, remain confidential.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 5 Councillor Russ Powers
YES - Ward 7 Councillor Esther Pauls
NOT PRESENT - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

(Eisenberger/Ferguson)

That Committee move into Closed Session respecting Item 14.2 pursuant to Section 9.1, Sub-sections (c), (j) and (k) of the City's Procedural By-law 21-021, as amended; and, Section 239(2), Sub-sections (c), (j), and (k) of the *Ontario Municipal Act, 2001*, as amended, as the subject matter pertains to a proposed or pending acquisition or disposition of land by the municipality or local board; a trade secret or scientific, technical, commercial, or financial information that belongs to the municipality or local board and has monetary value or potential monetary value; 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.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 5 Councillor Russ Powers

YES - Ward 7 Councillor Esther Pauls
NOT PRESENT - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

(ii) TradePort / City Lease Negotiation Status Update (PED19084(f)) (City Wide) (Item 14.2)

For further disposition of this matter, refer to Item 2.

(g) ADJOURNMENT (Item 15)

(Pauls/Powers)

That, there being no further business, the Airport Sub-Committee, be adjourned at 11:49 a.m.

Result: Motion CARRIED by a vote of 7 to 0, as follows:

YES - Ward 5 Councillor Russ Powers
YES - Ward 7 Councillor Esther Pauls
NOT PRESENT - Ward 8 Councillor John-Paul Danko
YES - Mayor Fred Eisenberger
YES - Ward 15 Councillor Judi Partridge
NOT PRESENT - Ward 14 Councillor Terry Whitehead
YES - Ward 12 Councillor Lloyd Ferguson
YES - Ward 11 Councillor Brenda Johnson
YES - Ward 10 Councillor Maria Pearson

Respectfully submitted,

Councillor B. Johnson, Co-Chair
Airport Sub-Committee

Angela McRae
Legislative Coordinator
Office of the City Clerk

Notice of Project Update

Hamilton International Airport – Off-Site Risk Assessment

April 2022

Dear Area Residents and Community Members:

Transport Canada and Public Services and Procurement Canada have retained Arcadis Canada Inc. (Arcadis) to conduct an environmental risk assessment, which includes the evaluation of human health and ecological risks, to further investigate the presence and distribution of per- and polyfluoroalkyl substances (PFAS) in the Welland River watershed, downstream from former fire fighting training areas at the Hamilton International Airport (HIA). PFAS are a class of chemicals that have been used since the 1950s in numerous commercial and industrial products including aqueous fire-fighting foams used at fire-fighting training centres.

You may be aware of this study from the previous two project notices which were circulated in July 2016 (Notice of Current Project) and July 2019 (Notice of Project Update) to property owners and other groups with an interest in the multiple stage risk assessment study that is being conducted for the areas downstream of the HIA.

Risk Assessment

The risk assessment (RA) study is being conducted in multiple stages with the purpose of providing a better understanding of current site conditions and any potential risks to human and ecological (e.g., wildlife, fish) health associated with PFAS. The RA is intended to be completed in the spirit of the Ontario Ministry of the Environment, Conservation and Parks (MECP) RA requirements as per Ontario Regulation 153/04 (Records of Site Condition) (as amended) under the *Environmental Protection Act*. The RA study has been carried out in accordance with available guidance provided by federal agencies such as Health Canada, Federal Contaminated Sites Action Plan, Environment & Climate Change Canada as well as other reputable international jurisdictions. In addition, the MECP published PFAS guidance while the RA was underway; these values, along with other new guidance and science, will be used in future RA updates. The RA reports have been shared with the MECP and federal agencies, and their feedback has been used to plan Stage 3 RA work and update the RA report.

Stage 1 RA

The first stage of the RA study, which began in the fall of 2015, studied an area extending approximately 1.3 km downstream of the southern boundary of the HIA to just south of White Church Road (i.e., the “original RA Area”). Arcadis conducted several sampling programs including sediment, surface water, and biota tissue (e.g., fish, aquatic plants) in the original RA Area. The findings of the Stage 1 RA study indicated that more data and additional studies were needed to understand the current site conditions and potential risks to human and ecological health.

Stage 2 RA

Arcadis initiated the second stage of the RA in April 2017, which continued through the summer and fall of 2017 and the spring of 2019. Additional data was collected to refine the RA Area and study. The RA Area limits were expanded beyond the original RA Area to include the Welland River downstream to Lake Niapenco, and Lake Niapenco and the lands immediately adjacent to those waterbodies. The expanded RA Area was divided into 3 sub-areas (i.e., RA Area 1, RA Area 2 and RA Area 3). The enclosed map (Attachment A) shows both the original and expanded RA Area and sub-areas. Data available from other sources, such as the MECP and SNC-Lavalin Inc., were also utilized in the second stage of the RA study.

The Stage 2 RA concluded that there are no health concerns related to direct contact with soil, surface water and sediment in the RA Area. Furthermore, no health concerns were identified related to consumption of locally harvested vegetation and beef sourced from areas south of White Church Road. However, the RA has identified potential concerns related to consumption of locally harvested vegetation, beef, and fish in some areas. The RA conclusions regarding these potential concerns and recommended further studies are as follows:

- 1) **Consumption of local harvested plants and locally-sourced beef.** The RA identified potential concerns related to consumption of crops and beef raised locally. However, because the actual PFAS concentrations in local crops or beef have not been collected, they had to be estimated in the RA. The RA estimates used cautious assumptions, such as the cattle obtaining most of their feed, year-round, from grass along creek banks near the airport rather than from an off-site grain supplier or from grazing in areas further away from the creek banks, and that harvested plants are grown along the creek banks. The RA also assumed that residents get half of their beef from local sources, eating it three times per week, as well as eating harvested plants on a daily basis. The results do not suggest that immediate action is necessary at this time. However, further studies have been recommended involving collection of more information and more detailed evaluations of these potential concerns.
- 2) **Consumption of local fish from watercourses in the expanded RA Area.** The RA identified potential concerns related to the consumption of fish caught from the Welland River extending from the HIA to Lake Niapenco, and fish caught from Lake Niapenco itself. In the RA calculations, Arcadis made assumptions about the amount of fish eaten by residents and recreational users, and about how much of it was caught locally (i.e., from local streams and Lake Niapenco). The Stage 2 RA recommends that a dietary survey of residents in the RA Area be conducted, to better understand the local fish consumption patterns and improve future risk estimates.

Based on the findings of the Stage 2 RA, it is recommended that residents and recreational users limit the amount of fish consumed from the local area. One available tool is the MECP Guide to Eating Ontario Fish (found at <https://www.ontario.ca/environment-and-energy/eating-ontario-fish>), which contains recommended limits on eating fish caught from Lake Niapenco and the Welland River upstream of Lake Niapenco. The Stage 2 RA calculations did not take the MECP fish advisory into account when evaluating risk from fish ingestion; it conservatively assumed that anglers were not following the advisory. It also assumed that residents in the RA Area could be exposed to PFAS through multiple sources, not only fish ingestion. In view of the differences between the approach taken in the RA and the current understanding of the MECP fish advisory, the Stage 2 RA recommended that people consuming fish from the RA area consume a lesser number of meals than is recommended by the MECP fish advisory. Specifically, the Stage 2 RA recommended that individuals consuming fish from the RA area consume only:

- 30% of the recommended number of meals per month in the MECP fish advisory for the general population, for each fish species, and

- 14% of the recommended number of meals per month in the MECP fish advisory for sensitive populations, which include women of child-bearing age and children under 15, for each fish species.

If these modifications are applied to the recommendations in the MECP fish advisory, the recommended number of meals per month would be reduced. The reduced number of meals is presented in the enclosed Attachment B.

Regarding ecological health, the Stage 2 RA identified potential concerns for wildlife (e.g., muskrat, great blue heron, mink) that feed on fish and/or other aquatic organisms. Potential concerns were identified for two bird species at risk that need protection at individual levels. This includes bobolink (i.e., a medium-sized songbird), which feed mainly on terrestrial vegetation and insects and barn swallow (i.e., aerial foraging bird) which mainly feed on flying insects during flight over open land and water. For two aquatic species at risk, grass pickerel and mapleleaf mussel (both are provincially listed “Special Concern” species), due to lack of available toxicological information, no conclusion on potential ecological health concerns could be reached. The Stage 2 RA recommended habitat and/or population surveys for these species.

The conclusions of the Stage 2 RA are considered conservative (in other words, they lean on the side of caution and often result in overestimates of risk). Additionally, further studies have been recommended to evaluate whether any action is needed.

Next Steps

Stage 3 RA work is now being planned. It will implement the recommendations made in the Stage 2 RA, including field studies, surveys of local residents (e.g., water well use, farming activity, and food and fish consumption), and updating of the RA calculations to take into account the new information in order to reduce the conservative assumptions and sources of uncertainties identified in the Stage 2 RA. The Stage 3 RA will also incorporate new science that has become available since the commencement of the Stage 2 work, including the new guidance from the MECP.

A plain language summary of the RA is currently being prepared. If you are interested in receiving a copy, once available, please contact the email address provided below.

If you have any questions or concerns about the material presented in this letter, please contact the project team at: HamiltonOffsiteRAInfo@arcadis.com. Your e-mail will be forwarded to the appropriate individual, who will contact you with a response.

Sincerely,

Arcadis Canada Inc.

Consultant Team for Public Services and Procurement Canada and Transport Canada

Attachment A: Figure - Risk Assessment and Study Areas

Attachment B: Recommended local fish meals per month based on MECP Fish Advisory

Frequently Asked Questions (FAQs) – Risk Assessments and PFAS:**What is a risk assessment and what is the purpose of conducting an assessment?**

A risk assessment (RA) is a scientific process that evaluates the likelihood of unacceptable risks to people or the environment as a result of exposure to contaminants (i.e., chemicals) present in the soil, surface water, sediment, groundwater or biota tissue.

If risks to human health and the environment are identified, a risk assessment will help determine whether, and to what extent, remediation or risk management measures are needed.

What are PFAS?

Per- and polyfluoroalkyl substances (PFAS) are a family of man-made chemicals used for decades to make products that resist heat, oil, stains, grease and water. Common uses of PFAS include non-stick cookware, stain resistant carpets and fabrics, food package coatings and some industrial applications. Some PFAS were components in certain aqueous fire-fighting foams.

How are people exposed to PFAS?

Because these chemicals have been used for decades, PFAS are found widely at low levels in the land and water environments around the world. People are exposed to small amounts of PFAS in everyday life through exposure to dust, indoor and outdoor air, food, water and contact with consumer products that contain these chemicals.

What are the health effects of exposure to PFAS?

Scientists are still researching the health effects of exposure to PFAS in humans. Several laboratory animal and human studies have been undertaken. Some human studies have shown health effects associated with 1) interference with the body's natural hormones, 2) increase in cholesterol levels, 3) effects on the immune system, and 4) increased risk of some cancers. The animal studies suggest changes in liver, thyroid and pancreatic function as well as changes in hormone levels. Further studies are required to completely understand the health effects of exposure to PFAS in humans.

Why was the Study Area selected, and what is the difference between the RA Area and the Study Area limits (as identified on the study map)?

The Study Area (see enclosed map) was selected because it encompasses the Upper Welland River watershed, which includes tributaries that drain from the former fire fighting training areas at the airport to Lake Niapenco.

The RA Area (see enclosed map) is a smaller area located within the Study Area, and it was selected due to its localized proximity to and potential to be influenced by the former fire fighting training areas at Hamilton Airport. The RA Area has expanded since the beginning of this study. This was done to ensure that it continues to reflect the potential limits of the area that may have been influenced by historical activities at the former fire fighting training areas as data continues to be collected. The RA Area limits may continue to change as new data becomes available.

Why has the risk assessment been conducted in multiple stages?

The RA Area is a large area and it requires significant data and resources to properly understand the current conditions. A multiple stage risk assessment study was considered most appropriate to provide efficient and reliable conclusions. The field work programs were done in stages to concentrate efforts on specific areas where preliminary data indicated that attention is needed to better understand site conditions and potential human and ecological health issues. Each stage of the risk assessment study has been submitted to federal and provincial regulatory agencies for review.

Frequently Asked Questions (FAQs) – Risk Assessments and PFAS:**Why is the risk assessment study taking so long?**

The risk assessment is a lengthy process as it is dependent on inputs and results from the field work programs, which face constraints such as access permits and seasonality, which can delay completion. The multiple-stage risk assessment approach and consideration of the review and input of multiple regulatory agencies also add to the duration of the risk assessment process.

Why is further investigation of the exposure from consumption of local produce and beef required?

Risk estimates related to local produce consumption were based on limited plant tissue sampling as well as estimating concentrations in edible plants and beef from soil exposure by modelling, instead of measuring them directly. Modelling concentrations from soil relies on literature-based information about how PFAS “transfers” from soil to various plants or cattle. In order to manage uncertainties in this data, the risk assessment used conservative assumptions in the modelling, resulting in conservative estimates of plant and beef tissue concentrations. Based on these conservative plant tissue concentrations (which assumed that vegetation consumed by people and cattle was grown along the creek banks), the RA results suggest some potential risks related to long-term exposure to local produce and beef sourced from the RA Area north of White Church Road. Given the uncertainty and conservative nature of the approach taken, surveys are recommended to identify areas of local vegetable gardens, local beef grazing areas, and the frequency of local food consumption from the RA Area, as well as additional local vegetable tissue sampling to reduce the level of conservatism in estimating food exposure.

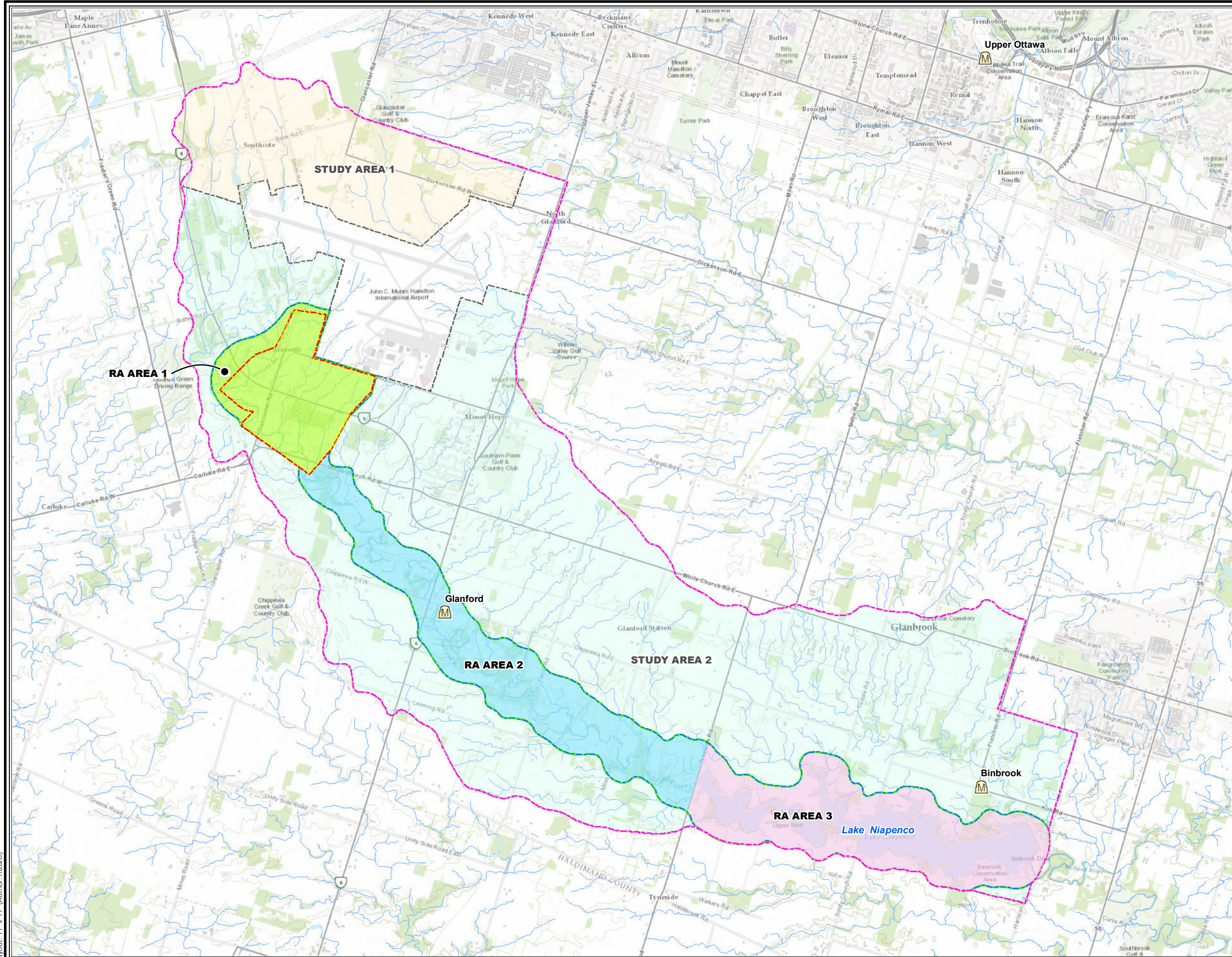
Have you considered exposure to PFAS via consumption of local dairy?

The current risk assessment did not consider resident’s exposure to PFAS via consumption of local dairy milk due to a general lack of scientific information about transfer of PFAS from soil to dairy milk. The current risk assessment recommends verifying the presence of dairy cows in the RA Area and gathering information about the milk consumption patterns from any on-site dairy cows. Sampling of locally raised dairy milk is also recommended if the presence of dairy cows in the RA Area is confirmed.

Can we eat local produce and farming products in the meantime until you conduct further studies to finalize the risk assessment?

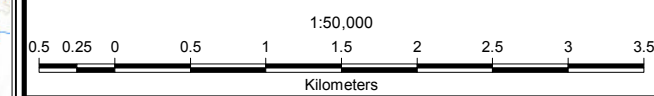
The potential concerns identified in the current risk assessment were estimated for individuals who obtain a large portion of their diet from locally grown produce and beef. The risk assessment uses conservative assumptions in the exposure estimates which lean on the side of caution. The current understanding of locations of PFAS contamination in the RA Area suggests that as long as the grazing areas of cattle and the source area of local produce are not in close proximity to watercourses (i.e., along the creek banks), the consumption of beef and produce sourced from RA Area is not likely to be of concern.





- LEGEND**
- - - - - Airport Boundary
 - - - - - River/Stream
 - - - - - Original RA Area Boundary
 - - - - - Expanded RA Area Boundary
 - RA AREA 1
 - RA AREA 2
 - RA AREA 3
 - Study Area Boundary
 - Study Area 1
 - Study Area 2
 - Water Body
 - Wooded Area
 - Wetland
 - Closed Municipal Landfill Site

Note:
RA - Risk Assessment



Title: **RISK ASSESSMENT AND STUDY AREAS**

Project: **DETAILED QUANTITATIVE RISK ASSESSMENT FOR PFAS - WELLAND RIVER WATERSHED DOWNSTREAM OF THE HAMILTON INTERNATIONAL AIRPORT AREA, HAMILTON, ON**

Client: **PUBLIC SERVICES AND PROCUREMENT CANADA FOR TRANSPORT CANADA**



Date: **March 2017**

Updated: **Jul 24, 2019**

ATTACHMENT A

Layout: 11" x 17" (Author: mzaref)

Attachment B – Recommended local fish meals per month based on MECP Fish Advisory

The Stage 2 RA recommended that individuals consuming fish from the RA area consume only:

- 30% of the recommended number of meals per month in the MECP fish advisory for the general population, for each fish species, and
- 14% of the recommended number of meals per month in the MECP fish advisory for sensitive populations, which include women of child-bearing age and children under 15, for each fish species.

If these modifications are applied to the recommendations in the MECP fish advisory, the recommended number of meals per month would be reduced, and would now be:

- For fish caught from **Lake Niapenco**, a small number of meals of one of the following fish may be eaten in a month. The number of meals depends on the size of the fish:
 - o Brown bullhead (1-3 meals per month for general population and 0-1 for sensitive population); or
 - o Common carp (0-2 meals per month for general population and 0-1 for sensitive population); or
 - o Northern pike (1-4 per month for general population and 0-2 for sensitive population); or
 - o Pumpkinseed (3 per month for general population and 1 for sensitive population); or
 - o White crappie (1 per month for general population and 0 for sensitive population); or
 - o Yellow perch (2 per month for general population and 1 for sensitive population).
- For some other fish species caught in **Lake Niapenco**, fewer than one meal per month should be eaten. The number of meals depends on the size of the fish:
 - o Black crappie (7 per year for general population and 0 for sensitive population); or
 - o Channel catfish (7 per year for general population and 0 for sensitive population); or
 - o Largemouth bass (7 per year for general population and 0 for sensitive population); or
 - o Smallmouth bass (3-7 per year for general population and 0 for sensitive population); or
 - o Some sizes of common carp, northern pike and white crappie (see tables for details).
- For fish caught in the **Welland River upstream of Lake Niapenco**, 2-3 meals of black crappie can be eaten 2-3 times per month by the general population, and 1 meal per month of black crappie may be eaten by sensitive populations. If the other fish in the advisory are caught (brown bullhead, common carp, green sunfish or northern pike), one of these types of fish can be eaten instead of black crappie, but the total eaten should be fewer than one meal per month of these fish. The number of meals depends on the size of the fish:
 - o Brown bullhead (3 per year for general population and 0 for sensitive population); or
 - o Common carp (3-7 per year for general population and 0 for sensitive population); or
 - o Green sunfish (3 per year for general population and 0 for sensitive population); or
 - o Northern pike (3 per year for general population and 0 for sensitive population).

Submitted on Sunday, May 29, 2022 - 9:41pm Submitted by anonymous user: 108.162.241.9 Submitted values are:

==Committee Requested==

Committee: Other Advisory/Sub-Committee

Will you be delegating in person or virtually? In person (as of May 30, 2022)

Specify which Advisory/Sub-Committee: Airport Committee

Will you be delegating via a pre-recorded video? No

==Requestor Information==

Name of Organization (if applicable): Hamilton & District Labour Council

Name of Individual: Anthony Marco

Preferred Pronoun: He/Him

Contact Number:

Email Address:

Mailing Address:

Reason(s) for delegation request: Requesting an explanation and clarification of the procedure for the Hamilton Airport Authority issuing a trespass order for the entire airport property at the behest of the Ontario Provincial Police on the evening of May 26th, 2022..

Will you be requesting funds from the City? No

Will you be submitting a formal presentation? Yes

Hamilton Airport - May 26th

When one Ontario PC staffer assumed control of the Hamilton Airport



The Plan...

When the Hamilton and District Labour Council heard that Doug Ford was coming to Hamilton for a rally a week before the provincial election, we joined forces with Hamilton 350 to picket and protest the rally using common, acceptable protest tactics anywhere else in the city or province.

There were about 25 of us in attendance, ranging in age from their 20s to their 70s, and speaking about working class and environmental issues.

We brought signs to spread our messaging outside of CargoJet.

The inciting event...

The Ontario PCs rented the CargoJet facility for a campaign rally and their lead staff enforcer was out front determining who could enter the CargoJet property even if they had registered online. As we arrived, a Toronto lawyer/activist was arrested by Hamilton Police at the behest of the Ontario PCs even though she had registered for the event.



Change of tactics...

When we saw that the HPS was arresting people at the behest of Ontario PC staffers, we decided to step ten yards back and remove ourselves from CargoJet property and line the streets leading into the property. All the while, I was being personally threatened with arrest by the PC staffer, although I could plainly see that once we were off CargoJet property, the police were not concerned with us.



Traditional Protesting

Anyone in this chamber will know that a traditional, time-honoured, protest action in the labour movement is picketing. We proceeded to slowly walk back and forth across the intersections of East Cargo Drive and East Cargo road. By the time several of us crossed, a car would then go through. We did not ever block the intersection and were always acting as pedestrians.



Threats

The Ontario PC enforcer came out to the street and repeatedly threatened me for an hour, saying “You really want to spend the night in jail, don’t you!”


All this time the HPS stayed on the CargoJet grounds.

We slowed down the entryway to the event, but everyone got in.

Had we wanted to cause more serious trouble, we could’ve worn blue and walked in (disguised) before even starting to protest.

TRESPASS

After over an hour of peaceful, legal protest, a HPS officer came over and told us we had to stop crossing the street because we were trespassing on AIRPORT PROPERTY. While we did not agree that the road we were crossing was considered the airport, some of the HPS officers were now threatening our people with arrest for legally protesting. We asked to see the Trespass Order and were shown the paper.


 Digital Protection & Investigation Section
 777 Memorial Avenue
 Guelph, ON L1Y 7Y5
 Protection de l'information et de l'enquête
 Section d'enquêtes
 777 avenue Memorial
 Guelph, ON L1Y 7Y5

AUTHORIZATION TO ACT UNDER THE TRESPASS TO PROPERTY ACT

TO WHOM IT MAY CONCERN:

I, MARTINA MCLAREN, hereby authorize members of the ONTARIO
(NAME)

PROVINCIAL POLICE, and the Hamilton Police to act as agents for
(OTHER POLICE SERVICE)

HAMILTON INT'L AIRPORT at 4300 AIRPORT RD MOUNT HOPE
(PLACE) (ADDRESS)

for the purposes of enforcing provisions of the Trespass to Property Act, RSO 1990, for the
 period of Thursday, May 26, 2022.
(DATE & DATE RANGE)

Dated this 26th day of May, 2022.
(MONTH) (YEAR)

Steve Leaman (SIGNATURE OF OWNER/OCCUPIER)
(WITNESS NAME) BA01E # 1253

Steve Leaman (WITNESS SIGNATURE)
(WITNESS SIGNATURE)

26th of May at Mount Hope

The Order

OPP
Ontario Provincial Police

Digital Privacy Protection & Investigations Section
777 Memorial Avenue
Orillia, ON L3V 7Y5

Protection de l'identité et des renseignements personnels
Section d'enquêtes
777 avenue Memorial
Orillia, ON L3V 7Y5

AUTHORIZATION TO ACT UNDER THE TRESPASS TO PROPERTY ACT

TO WHOM IT MAY CONCERN:

I, MARTINA MCLAREN (NAME), hereby authorize members of the ONTARIO PROVINCIAL POLICE and the HAMILTON POLICE (OTHER POLICE SERVICE) to act as agents for HAMILTON INT'L AIRPORT at 4300 AIRPORT RD MOUNT HOPE (PLACE) (ADDRESS)

for the purposes of enforcing provisions of the Trespass to Property Act, RSO 1990, for the period of Thursday, May 26, 2022 (DATE or DATE RANGE)

Dated this 26th day of MAY (MONTH), 2022 (YEAR)

(SIGNATURE OF OWNER/OCCUPIER)

STEVEN LEONARD PERMUT (BUSINESS NAME) 84016 #1253

(WITNESS SIGNATURE)

CAMP of Mount Hope

I would note that order was from the Ontario Provincial Police, **Dignitary Protection and Investigations Section** in Orillia, at an Ontario PC Rally directing the Hamilton Police Service to remove Hamilton citizens from Hamilton property. The arbiter of who got to stay or go was the PC Party staffer you saw earlier.

Not knowing senior staff at the Hamilton Airport, I'll assume Martina McLaren had the authority to attach her name to such an order, but what story was she given to prompt that consent? I doubt she was there.

We left as peacefully as we had protested.

Questions

- 1) What process happened behind closed doors, by the Ontario PC Party, to get the Ontario Provincial Police to mandate the Hamilton Police Service enforce a trespass order over the entire airport with the ONLY gatekeeper to that order being a party staffer who did or didn't like you?
- 2) Was the person who signed the trespass order on behalf of the Hamilton International Airport authorized to do so, and (if so) does the Hamilton Airport have any policies or procedures to dictate what steps need to be followed to effectively cede control of the airport to the Ontario PC Party?

Questions

3) Under the airport-wide trespass order, could the Ontario PC Party operative in front of CargoJet Airways have refused access to the flight terminal because they were critical of the party? The Hamilton Police Service were following the party operative's directives as to who was (and wasn't) desirable..

4) With the Hamilton Airport property ending at the intersection where protesters were picketing, why were the Hamilton Police Service and the Ontario PC Party allowed to threaten protestors with arrest on land that was off Airport property?

(The lands to the immediate east of East Cargo Drive and south of East Cargo Road are NOT Hamilton Airport property and yet we were still threatened with arrest.)

Questions

- 5) Does the City of Hamilton maintain East Cargo Road and East Cargo Drive? If they are under the purview of the Hamilton Airport, why is there City signage? Is roadwork for these roads paid by the City or the Airport? Ultimately can the Airport issue a trespass order on a City street?
- 6) Does the City of Hamilton, the Hamilton Airport, or the Hamilton Police Service consider it acceptable that the OPP and the Ontario PC Party effectively declared eminent domain over part of the city that night to protect feelings of Doug Ford and his supporters?

To conclude...

While this committee may not be able to answer these questions in total, I would hope the incident would spark a concern about the ongoing policies and processes at the Hamilton Airport should a future event like this one occur.

From what I read on that trespass order, the OPP directed the HPS to effectively remove ANYONE from the ENTIRE AIRPORT PROPERTY that was not to the liking of one Ontario PC staffer.

While I understand that this committee does not oversee the day to day operations of the airport, such an action was hardly “day to day” as the Ontario PCs and the OPP effectively removed Hamilton from the Hamilton Airport.

Appendix 'B' to Item 6.1
Amended by Council June 8, 2022

Airport Sub-Committee

Terms of Reference

1. PURPOSE

To focus resources on the airport as a key economic node to future prosperity for the City of Hamilton; to pursue initiatives at the airport ensuring city-wide benefits; and to pursue strategic infrastructure investment attracting new non-residential business, for the Planning and Economic Development Committee's and Council's approval.

2. MANDATE

The mandate of the Sub-Committee shall be to:

- a) Provide overall guidance and direction to Staff on airport related initiatives ensuring city-wide benefits, and strategic infrastructure investment to attract new non-residential business.
- b) Provide recommendations to the General Issues Committee and Council respecting the aforementioned.
- c) Provide overall guidance and direction to Staff with the implementation of the Airport Master Plan municipal components.
- d) Provide guidance and direction to Staff on complex work in progress issues with straight forward, non-complicated matters going directly to the Planning & Economic Development Committee for their consideration. i.e. NEF Contours, Secondary Plan, Airport Master Plan, Airport Lease Agreement, Land Acquisitions/Disposals.

3. MEMBERSHIP

The Sub-Committee shall be composed of eight (8) members of Council plus the Mayor (ex-officio).

Staff support will be provided by the Clerk's, Economic Development, and Planning Divisions with additional staff representation at the discretion and direction of the Airport Sub-Committee.

Appendix 'B' to Item 6.1
Amended by Council June 8, 2022

4. FUNDING

The Clerk's Division shall provide for the administrative costs of operating the Sub-Committee, meetings and clerical support.

5. MEETINGS

- a) The Sub-Committee shall meet as necessary, but no less than three meetings shall be held per year. (End of March, September and June)
- b) The meetings will be scheduled at the call of the Chair.
- c) The meetings will be at locations designated by the Sub-Committee.

6. MINUTES AND AGENDAS

- a) The Chair shall propose the Sub-Committee agenda.
- b) The Chair may grant requests for discussion of items not on the agenda.
- c) The Minutes of the Sub-Committee meetings shall be prepared by Clerk's Division staff and forwarded to Sub-Committee members and Staff in attendance at the meeting within 14 days after a meeting.
- d) Amendments to the Minutes, as necessary, shall be included and dealt with in the subsequent meeting of the Sub-Committee.

7. AMENDMENTS TO THE TERMS OF REFERENCE

The Terms of Reference may be amended periodically by consensus of the Sub-Committee.

***Appendix 'B' to Item 6.1
Amended by Council June 8, 2022***

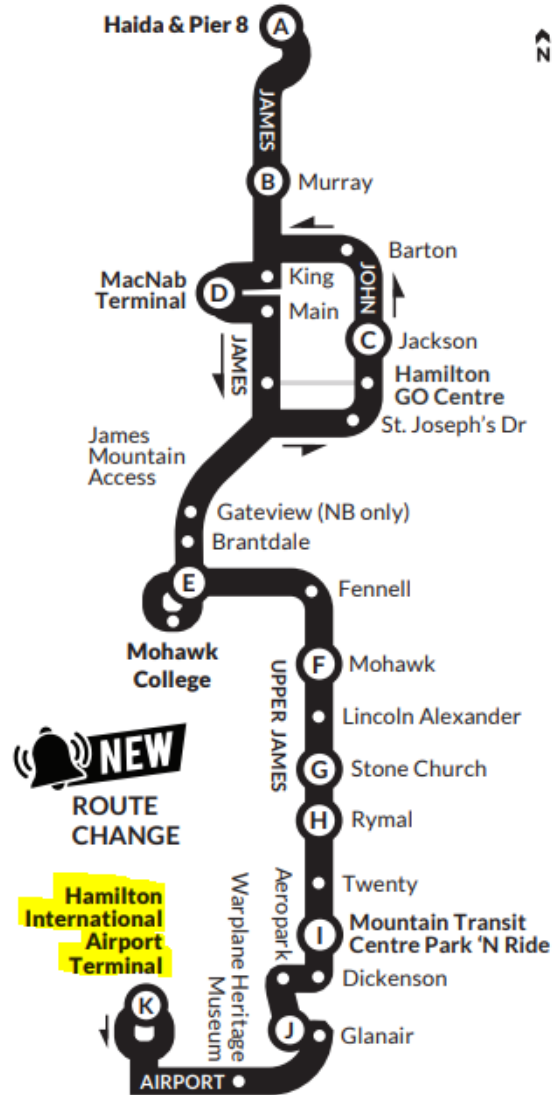
Amended: CM: June 8, 2022

A Line Express

Effective September 5, 2021

20

NO SATURDAY, SUNDAY OR HOLIDAY SERVICE



hamilton.ca/hsr
905.527.4441
@hsr • @hsrnow



| BUS STOP LOCATIONS Northbound from Hamilton Airport | |
|---|------|
| Airport Terminal Entrance | 9201 |
| Center At Airport | 2060 |
| Opposite Warplane Heritage Museum | 2018 |
| Airport At Homestead | 9203 |
| Aeropark | |
| At Glanair | 9239 |
| At Dickenson | 9238 |
| Mountain Transit Centre Platform #1 | 9208 |
| Upper James Street | |
| At Twenty Rd | 9205 |
| At Rymal | 9207 |
| At Stone Church | 9209 |
| North of Linc | 9211 |
| At Mohawk | 9213 |
| Opposite Monarch | 9215 |
| Mohawk College Terminal Platform #3 | 2901 |
| West 5th Street | |
| At Fennell | 9237 |
| At Brantdale | 9236 |
| At Gateview | 9235 |
| St. Joseph's At James | 9234 |
| John Street | |
| At Charlton | 9221 |
| At Young | 9223 |
| Opposite Hamilton GO Centre | 9223 |
| At Jackson | 9232 |
| At King William | 9224 |
| At Wilson | 9225 |
| At Cannon/At Robert | 1240 |
| At Guise | 1698 |
| Barton Street At Hughson | 9227 |
| James Street | |
| At Murray | 1016 |
| At Simcoe/At Picton | 1017 |
| At Wood/At Burlington | 1019 |
| At Guise | 1698 |
| H.W.T Centre | 2121 |
| Haida Avenue at Pier 8 | 2121 |

| BUS STOP LOCATIONS Southbound from Haida Ave | |
|--|------|
| Haida Avenue at Pier 8 | 2121 |
| James Street | |
| At Guise | 1699 |
| At Wood | 1062 |
| At Picton | 1063 |
| Opposite Simcoe | 1063 |
| At Murray/At Barton | 1064 |
| At Colbourne | 9228 |
| Opposite Robert | 1065 |
| At Cannon | 9229 |
| Opposite Rebecca | 9230 |
| MacNab Terminal Platform #6 | 1335 |
| James Street | |
| At Jackson | 9202 |
| At Hunter (GO Centre) | 2012 |
| At Bold/At Robinson | 2015 |
| At Charlton | 9204 |
| At Markland | 2900 |
| West 5th Street | |
| At Brantdale | 2069 |
| At Fennell | 2071 |
| Mohawk College Terminal Platform #1 | 2128 |
| Upper James Street | |
| At Monarch | 9210 |
| At Mohawk | 9212 |
| At Aldridge | 9214 |
| At Stone Church | 9216 |
| At Rymal | 9218 |
| At Twenty Rd | 9220 |
| Mountain Transit Centre Platform #3 | 9231 |
| Airport Road | |
| At Homestead | 9222 |
| At Warplane Heritage Museum | 2019 |
| At Airport Terminal Entrance | 9201 |

! THIS SCHEDULE IS SUBJECT TO CHANGE.
For up-to-date timetables visit: hamilton.ca/hsr.

During the period between **Christmas Day and New Year's Day**, the HSR usually operates on a modified schedule on selected days.

The HSR does not take responsibility for errors in this document, for damages or inconveniences caused by delayed schedules or failures to make connections.

TRANS-CAB

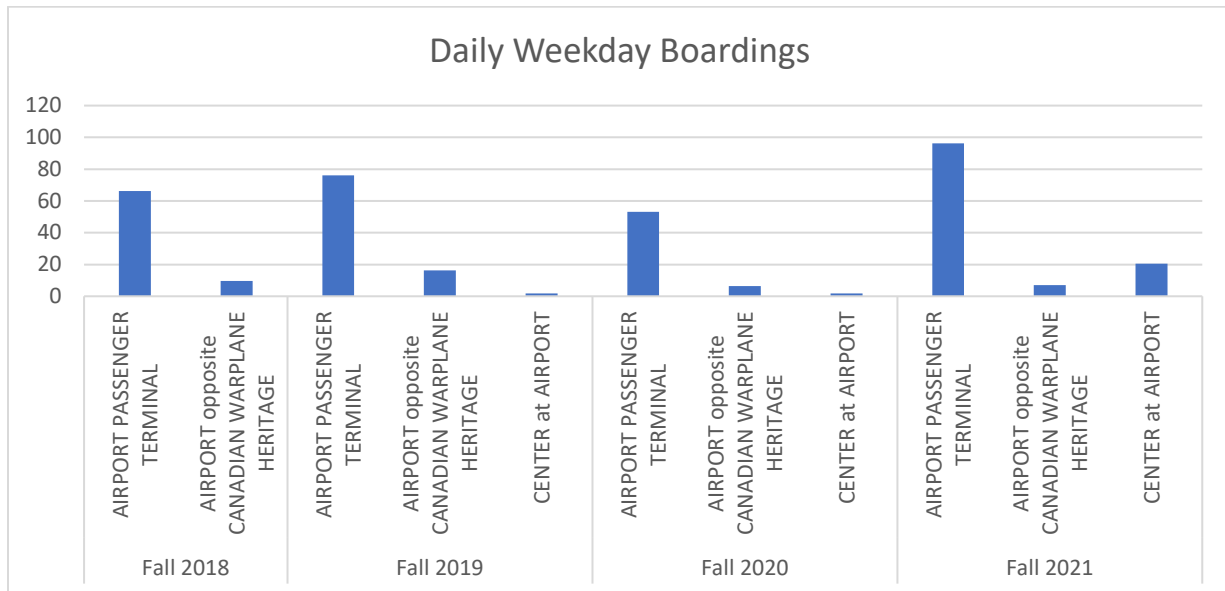
When travelling from the Glanbrook Trans-Cab service area dial our contractor at 905.525.2583, and request a Trans-Cab pick-up.

This service operates Monday through Friday as an extension of HSR bus routes 20 and every day for routes 27, 35 and 44.

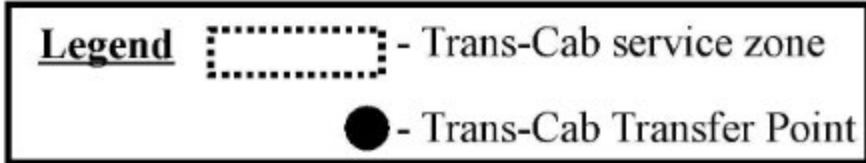
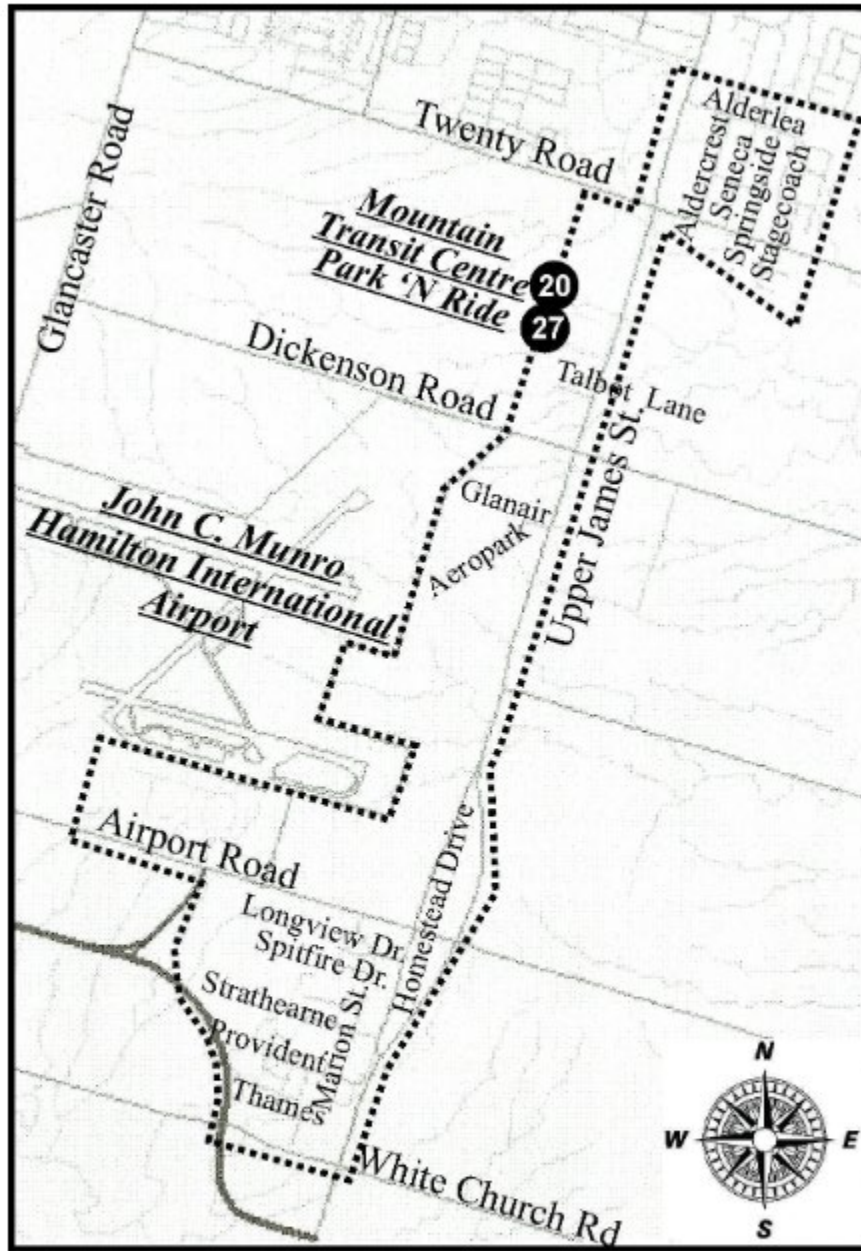
| WEEKDAY - Southbound | | | | | | | | | | |
|----------------------|---|-----------------|-----------------|----------------------------------|-----------------------|-----------------------------|----------------------|-------------------------------------|---------------------|------------------|
| TIMEPOINTS | A | B | D | E | F | G | H | I | J | K |
| | Haida at Pier 8 | James at Murray | MacNab Terminal | Mohawk College Terminal Plat. #1 | Upper James at Mohawk | Upper James at Stone Church | Upper James at Rymal | Mountain Transit Centre Platform #3 | Aeropark at Glanair | Airport Terminal |
| 5 am | --- | --- | --- | --- | --- | --- | --- | 5:13 | 5:15 | 5:23 |
| | --- | --- | 5:16 | 5:23 | 5:29 | 5:33 | 5:36 | 5:41 | 5:43 | 5:51 |
| 6 am | --- | --- | --- | --- | --- | --- | --- | 6:13 | 6:15 | 6:23 |
| | --- | --- | 6:06 | 6:13 | 6:19 | 6:23 | 6:26 | 6:31 | 6:33 | 6:41 |
| | --- | --- | --- | --- | --- | --- | --- | 6:53 | 6:55 | 7:03 |
| | 6:30 | 6:34 | 6:39 | 6:48 | 6:53 | 6:57 | 7:00 | 7:05 | 7:07 | 7:15 |
| 7 am | --- | --- | --- | --- | --- | --- | --- | 7:08 | 7:10 | 7:18 |
| | --- | --- | 7:04 | 7:13 | 7:18 | 7:22 | 7:25 | 7:30 | 7:32 | 7:40 |
| | --- | --- | --- | --- | --- | --- | --- | 7:53 | 7:55 | 8:03 |
| | 7:20 | 7:24 | 7:29 | 7:38 | 7:43 | 7:47 | 7:50 | 7:55 | 7:57 | 8:05 |
| 8 am | --- | --- | --- | --- | --- | --- | --- | 8:20 | 8:22 | 8:30 |
| | --- | --- | --- | --- | --- | --- | --- | 8:23 | 8:25 | 8:33 |
| | 8:00 | 8:04 | 8:09 | 8:18 | 8:23 | 8:27 | 8:30 | 8:35 | 8:37 | 8:45 |
| | 8:15 | 8:19 | 8:24 | 8:33 | 8:38 | 8:42 | 8:45 | 8:50 | 8:52 | 9:00 |
| 9 am | 8:30 | 8:34 | 8:39 | 8:48 | 8:53 | 8:57 | 9:00 | 9:05 | 9:07 | 9:15 |
| | 8:45 | 8:49 | 8:54 | 9:03 | 9:08 | 9:12 | 9:15 | 9:20 | 9:22 | 9:30 |
| | 9:00 | 9:04 | 9:09 | 9:18 | 9:23 | 9:27 | 9:30 | 9:35 | 9:37 | 9:45 |
| | 9:15 | 9:19 | 9:24 | 9:33 | 9:38 | 9:42 | 9:45 | 9:50 | 9:52 | 10:00 |
| 10 am | 9:30 | 9:34 | 9:40 | 9:49 | 9:56 | 10:02 | 10:06 | 10:11 | 10:13 | 10:21 |
| | 9:45 | 9:49 | 9:55 | 10:04 | 10:11 | 10:17 | 10:21 | 10:26 | 10:28 | 10:36 |
| | 10:00 | 10:04 | 10:10 | 10:19 | 10:26 | 10:32 | 10:36 | 10:41 | 10:43 | 10:51 |
| | 10:15 | 10:19 | 10:25 | 10:34 | 10:41 | 10:47 | 10:51 | 10:56 | 10:58 | 11:06 |
| 11 am | 10:32 | 10:36 | 10:42 | 10:51 | 10:58 | 11:04 | 11:08 | 11:13 | 11:15 | 11:23 |
| | 11:02 | 11:06 | 11:12 | 11:21 | 11:28 | 11:34 | 11:38 | 11:43 | 11:45 | 11:53 |
| | 11:32 | 11:36 | 11:42 | 11:51 | 11:58 | 12:04 | 12:08 | 12:13 | 12:15 | 12:23 |
| 12 pm | 12:02 | 12:06 | 12:12 | 12:21 | 12:28 | 12:34 | 12:38 | 12:43 | 12:45 | 12:53 |
| | 12:32 | 12:36 | 12:42 | 12:51 | 12:58 | 1:04 | 1:08 | 1:13 | 1:15 | 1:23 |
| 1 pm | --- | --- | --- | --- | --- | --- | --- | 1:18 | 1:20 | 1:28 |
| | 1:02 | 1:06 | 1:12 | 1:21 | 1:28 | 1:34 | 1:38 | 1:43 | 1:45 | 1:53 |
| | --- | --- | --- | --- | --- | --- | --- | 1:48 | 1:50 | 1:58 |
| 2 pm | 1:32 | 1:36 | 1:42 | 1:51 | 1:58 | 2:04 | 2:08 | 2:13 | 2:15 | 2:23 |
| | --- | --- | --- | --- | --- | --- | --- | 2:18 | 2:20 | 2:28 |
| | 2:02 | 2:06 | 2:12 | 2:21 | 2:28 | 2:34 | 2:38 | 2:43 | 2:45 | 2:53 |
| | --- | --- | --- | --- | --- | --- | --- | 2:48 | 2:50 | 2:58 |
| 3 pm | 2:30 | 2:34 | 2:40 | 2:49 | 2:56 | 3:02 | 3:06 | 3:11 | 3:13 | 3:21 |
| | --- | --- | --- | --- | --- | --- | --- | 3:18 | 3:20 | 3:28 |
| | 2:45 | 2:49 | 2:55 | 3:04 | 3:11 | 3:17 | 3:21 | 3:26 | 3:28 | 3:36 |
| | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 3 pm to 6 pm | Leave Discovery Drive at Pier 8 from 3:00pm to 6:45pm | | | | | | | | | |
| | :00 | :04 | :10 | :19 | :26 | :32 | :36 | :41 | :43 | :51 |
| | :15 | :19 | :25 | :34 | :41 | :47 | :51 | :56 | :58 | :06 |
| | :30 | :34 | :40 | :49 | :56 | :02 | :06 | :11 | :13 | :21 |
| 7 pm | :45 | :49 | :55 | :04 | :11 | :17 | :21 | :26 | :28 | :36 |
| | 7:00 | 7:04 | 7:10 | 7:19 | 7:26 | 7:32 | 7:36 | 7:41 | 7:43 | 7:51 |
| 8 pm | 7:30 | 7:34 | 7:40 | 7:49 | 7:56 | 8:02 | 8:06 | 8:11 | 8:13 | 8:21 |
| | 8:00 | 8:04 | 8:10 | 8:19 | 8:26 | 8:32 | 8:36 | 8:41 | 8:43 | 8:51 |
| 9 pm | 8:30 | 8:34 | 8:40 | 8:49 | 8:56 | 9:02 | 9:06 | 9:11 | 9:13 | 9:21 |
| | 9:00 | 9:04 | 9:10 | 9:19 | 9:26 | 9:32 | 9:36 | 9:41 | 9:43 | 9:51 |
| | 9:30 | 9:34 | 9:40 | 9:49 | 9:56 | 10:02 | 10:06 | 10:11 | 10:13 | 10:21 |

**ROUTE 20 A LINE
WEEKDAY AVERAGE BOARDINGS – AIRPORT
FALL BOARD PERIODS – 2018 TO 2021**

| Period | Stop | Daily Weekday Boardings |
|-----------|---|-------------------------|
| Fall 2018 | AIRPORT PASSENGER TERMINAL | 66 |
| | AIRPORT opposite CANADIAN WARPLANE HERITAGE | 10 |
| Fall 2019 | AIRPORT PASSENGER TERMINAL | 76 |
| | AIRPORT opposite CANADIAN WARPLANE HERITAGE | 16 |
| | CENTER at AIRPORT | 2 |
| Fall 2020 | AIRPORT PASSENGER TERMINAL | 53 |
| | AIRPORT opposite CANADIAN WARPLANE HERITAGE | 6 |
| | CENTER at AIRPORT | 2 |
| Fall 2021 | AIRPORT PASSENGER TERMINAL | 96 |
| | AIRPORT opposite CANADIAN WARPLANE HERITAGE | 7 |
| | CENTER at AIRPORT | 21 |

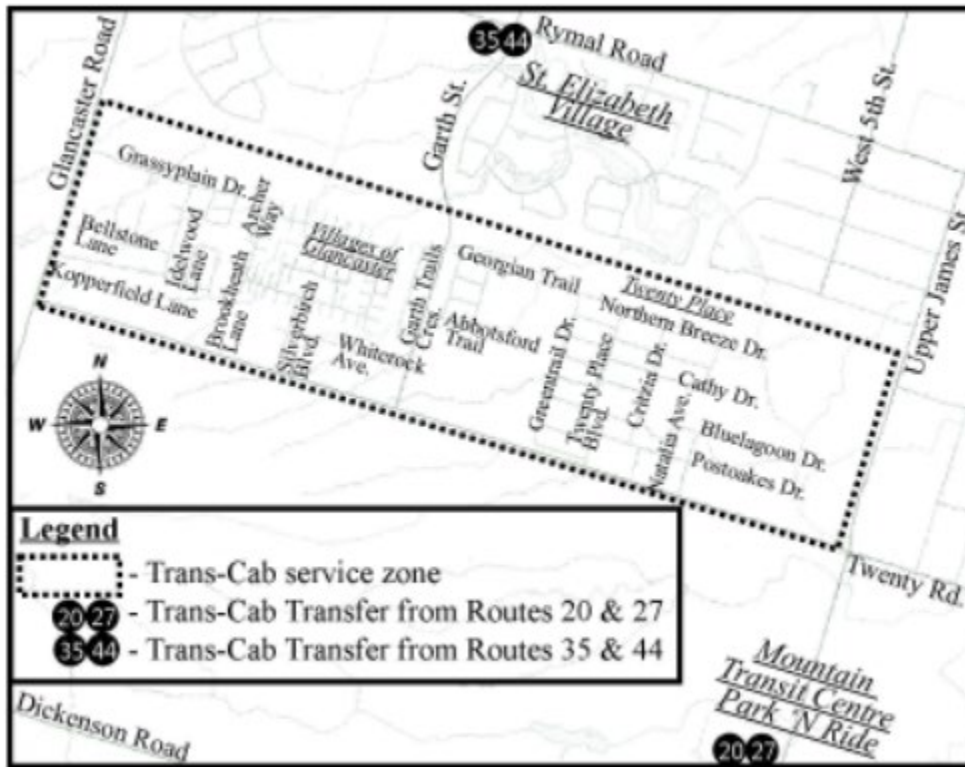


TRANSCAB SERVICE ZONE Mount Hope & Airport



TRANSCAB SERVICE ZONE

Twenty Road West



TRANSCAB SERVICE ZONE John C. Munro Hamilton International Airport TRIP GENERATORS MAP



TRANSCAB MONTHLY CUSTOMER TRIPS

**2018 TO 2021
BY DIRECTION OF TRAVEL AND SERVICE TYPE**

| OCTOBER 2018 | | | | | |
|---------------------|--------------------|------------------|--------------------|-------------------|------------------|
| WEEKDAY | Transfer Point | MTC | | Transfer Point | MTC |
| | Direction | Inbound | | Direction | Outbound |
| | Date | (All) | | Date | (All) |
| | Day Type | (Multiple Items) | | Day Type | (Multiple Items) |
| | Streets | Customers | | Row Labels | Customers |
| | Airport Road | 37 | | Airport Road | 177 |
| | DHL | 60 | | Cargojet | 10 |
| | Hamilton Airport | 2 | | DHL | 167 |
| | Purolator | 9 | | East Cargo Road | 1 |
| | UPS | 41 | | Hamilton Airport | 43 |
| Grand Total | 149 | | Jetport | 8 | |
| | | | Purolator | 16 | |
| | | | UPS | 18 | |
| | | | Grand Total | 440 | |
| SATURDAY | Transfer Point | MTC | | Transfer Point | MTC |
| | Direction | Inbound | | Direction | Outbound |
| | Date | (All) | | Date | (All) |
| | Day | Saturday | | Day | Saturday |
| | Row Labels | Customers | | Row Labels | Customers |
| | Airport Road | 13 | | Airport Road | 14 |
| | Cargojet | 2 | | Cargojet | 2 |
| | DHL | 8 | | DHL | 6 |
| | Hamilton Airport | 18 | | Hamilton Airport | 5 |
| | Purolator | 9 | | Jetport | 3 |
| Grand Total | 50 | | Kelowna Flight | 1 | |
| | | | Purolator | 1 | |
| | | | UPS | 3 | |
| | | | Grand Total | 35 | |
| SUNDAY | Transfer Point | MTC | | Transfer Point | MTC |
| | Direction | Inbound | | Direction | Outbound |
| | Date | (All) | | Date | (All) |
| | Day | Sunday | | Day | Sunday |
| | Row Labels | Customers | | Row Labels | Customers |
| | Airport Road | 2 | | Airport Road | 4 |
| | Hamilton Airport | 18 | | Cargojet | 4 |
| | UPS | 1 | | Hamilton Airport | 2 |
| | Grand Total | 21 | | Jetport | 2 |
| | | | | UPS | 6 |
| | | | Grand Total | 18 | |

AUGUST 2019

| WEEKDAY | Transfer Point | MTC | | Transfer Point | MTC |
|---------|--------------------|------------------|--|--------------------|------------------|
| | Direction | INBOUND | | Direction | OUTBOUND |
| | Date | (All) | | Date | (All) |
| | Day | (Multiple Items) | | Day | (Multiple Items) |
| | Row Labels | Customers | | Row Labels | Customers |
| | Airport Road | 11 | | Airport Road | 13 |
| | DHL | 5 | | Cargo Jet | 22 |
| | Hamilton Airport | 4 | | DHL | 38 |
| | UPS | 22 | | Hamilton Airport | 35 |
| | Grand Total | 42 | | Hangar Road | 11 |
| | | | | Purolator | 6 |
| | | | | UPS | 1 |
| | | | | Grand Total | 126 |

| SATURDAY | Transfer Point | MTC | | Transfer Point | MTC |
|----------|--------------------|-----------|--|--------------------|-----------|
| | Direction | INBOUND | | Direction | OUTBOUND |
| | Date | (All) | | Date | (All) |
| | Day | SATURDAY | | Day | SATURDAY |
| | Row Labels | Customers | | Row Labels | Customers |
| | Airport Road | 1 | | Airport Road | 11 |
| | Hamilton Airport | 4 | | Cargo Jet | 1 |
| | Grand Total | 5 | | DHL | 2 |
| | | | | Hamilton Airport | 8 |
| | | | | Hangar Road | 1 |
| | | | | UPS | 1 |
| | | | | Grand Total | 24 |

| SUNDAY | Transfer Point | MTC | | Transfer Point | MTC |
|--------|--------------------|-----------|--|--------------------|-----------|
| | Direction | INBOUND | | Direction | OUTBOUND |
| | Date | (All) | | Date | (All) |
| | Day | SUNDAY | | Day | SUNDAY |
| | Row Labels | Customers | | Row Labels | Customers |
| | Airport Road | 1 | | Airport Road | 13 |
| | Grand Total | 1 | | Cargo Jet | 5 |
| | | | | Hamilton Airport | 25 |
| | | | | Hangar Road | 1 |
| | | | | UPS | 2 |
| | | | | Warplane Museum | 1 |
| | | | | Grand Total | 47 |

| OCTOBER 2020 | | | | | |
|-----------------|----------------------------|-------------------------|--|----------------------------|-------------------------|
| WEEKDAY | Service | Weekday | | Service | Weekday |
| | Direction | Inbound | | Direction | Outbound |
| | Row Labels | Sum of Customers | | Row Labels | Sum of Customers |
| | AIRPORT TERMINAL | 23 | | AIRPORT TERMINAL | 129 |
| | CANADIAN WARPLANE HERITAGE | 1 | | CANADIAN WARPLANE HERITAGE | 1 |
| | CARGO JET | 107 | | CARGO JET | 75 |
| | DHL | 71 | | DHL | 59 |
| | KF AEROSPACE | 2 | | HANGAR RD. | 1 |
| | UPS | 25 | | KF AEROSPACE | 1 |
| | Grand Total | 229 | | Grand Total | 287 |
| SATURDAY | Service | Saturday | | Service | Saturday |
| | Direction | Inbound | | Direction | Outbound |
| | Row Labels | Sum of Customers | | Row Labels | Sum of Customers |
| | AIRPORT TERMINAL | 5 | | AIRPORT TERMINAL | 87 |
| | CARGO JET | 94 | | CANADIAN WARPLANE HERITAGE | 1 |
| | DHL | 71 | | CARGO JET | 18 |
| | PUROLATOR | 14 | | DHL | 13 |
| | TRANSPORT CANADA | 1 | | HANGAR RD. | 2 |
| | UPS | 3 | | TRANSPORT CANADA | 13 |
| | Grand Total | 188 | | Grand Total | 134 |
| SUNDAY | Service | Sunday | | Service | Sunday |
| | Direction | Inbound | | Direction | Outbound |
| | Row Labels | Sum of Customers | | Row Labels | Sum of Customers |
| | AIRPORT TERMINAL | 14 | | AIRPORT TERMINAL | 72 |
| | CARGO JET | 65 | | CARGO JET | 38 |
| | DHL | 19 | | CENTRE RD. | 3 |
| | KF AEROSPACE | 2 | | DHL | 6 |
| | UPS | 4 | | TRANSPORT CANADA | 4 |
| | Grand Total | 104 | | Grand Total | 123 |

OCTOBER 2021

| WEEKDAY | Service | Weekday | | Service | Weekday |
|----------|----------------------------|-------------------------|--|----------------------------|-------------------------|
| | Direction | Inbound | | Direction | Outbound |
| | Row Labels | Sum of Customers | | Row Labels | Sum of Customers |
| | AIRPORT TERMINAL | 9 | | AIRPORT TERMINAL | 14 |
| | CARGO JET | 5 | | DHL | 9 |
| | DHL | 48 | | KF AEROSPACE | 2 |
| | ONWARD AVIATION | 1 | | ONWARD AVIATION | 8 |
| | UPS | 17 | | TRANSPORT CANADA | 16 |
| | Grand Total | 80 | | Grand Total | 49 |
| SATURDAY | Service | Saturday | | Service | Saturday |
| | Direction | Inbound | | Direction | Outbound |
| | Row Labels | Sum of Customers | | Row Labels | Sum of Customers |
| | AIRPORT TERMINAL | 23 | | AIRPORT TERMINAL | 7 |
| | CARGO JET | 54 | | CARGO JET | 2 |
| | DHL | 26 | | TRANSPORT CANADA | 6 |
| | PUROLATOR | 2 | | Grand Total | 15 |
| | UPS | 1 | | | |
| | Grand Total | 106 | | | |
| SUNDAY | Service | Sunday | | Service | Sunday |
| | Direction | Inbound | | Direction | Outbound |
| | Row Labels | Sum of Customers | | Row Labels | Sum of Customers |
| | AIRPORT TERMINAL | 15 | | AIRPORT TERMINAL | 6 |
| | CANADIAN WARPLANE HERITAGE | 2 | | CANADIAN WARPLANE HERITAGE | 3 |
| | CARGO JET | 53 | | CARGO JET | 3 |
| | DHL | 36 | | CENTRE RD | 2 |
| | UPS | 6 | | ONWARD AVIATION | 3 |
| | Grand Total | 112 | | TRANSPORT CANADA | 9 |
| | | | | Grand Total | 26 |



Hamilton

HSR SERVICE UPDATE

JUNE 28, 2022

STRATEGIC PLAN

OUR PRIORITIES



COMMUNITY ENGAGEMENT & PARTICIPATION

Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community.



ECONOMIC PROSPERITY & GROWTH

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



HEALTHY & SAFE COMMUNITIES

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



CLEAN & GREEN

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



BUILT ENVIRONMENT & INFRASTRUCTURE

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



CULTURE & DIVERSITY

Hamilton is a thriving, vibrant place for arts, culture, and heritage where diversity and inclusivity are embraced and celebrated.



OUR PEOPLE & PERFORMANCE

Hamiltonians have a high level of trust and confidence in their City government.

HSR strives to provide a customer-focused experience that is safe, reliable, inclusive and accessible to all users of the City of Hamilton's public transit services.

The Transit division achieves this by:

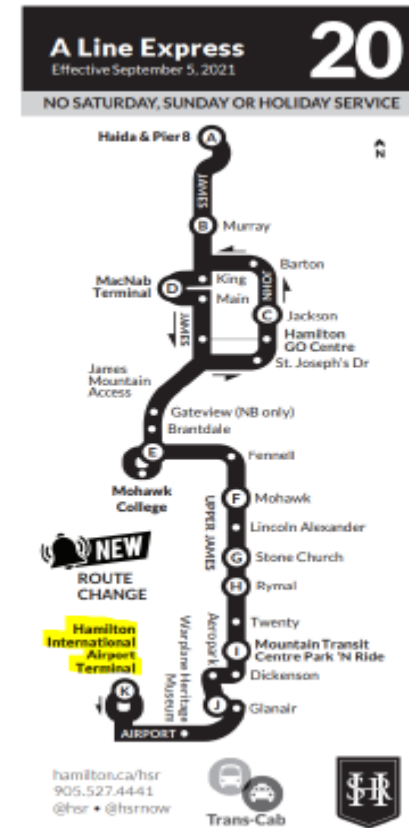
- providing a customer experience that meets or exceeds expectations;
- maintaining the service and infrastructure in a state of good repair; and
- having a vision to accommodate future needs.

At its February 24, 2022 meeting, the Airport Sub-Committee requested information on HSR services to the John C. Munro Airport.

The Airport area is recognized as one of importance to the City of Hamilton as set out in the Economic Development Action Plan. Continued investment in transit to and from the airport creates an important connection from there to the rest of Hamilton, allowing for easy movement for employees and visitors alike. Transit service to the airport is currently offered on conventional transit, and through an alternative model when the conventional route ends for the day.

Airport service is provided on the Route 20 A Line and by TransCab Service.

Route 20 A Line is the second line in Hamilton's BLAST Network.



TRIP GENERATORS



FALL SERVICE 2022

As part of Council's continued investment in local transit, additional service hours were added to the Route 20 A Line.

Weekday Improvements:

- 10-minute frequency during AM & PM peak periods
- Introduction of Late Evening service will be introduced at a 30-minute frequency, with buses remaining in service until 2:00 a.m.

Saturday Improvements:

- Introduction of service from 5:30 a.m. until 1:30 a.m., operating at a 30-minute frequency in Early AM, Early Evening and Late Evening and a 15-minute frequency during Day (approximately 8:00 a.m. to 6:00 p.m.)


Planned changes in Year 7 of the 10-Year Local Transit Strategy include further expansion and are contingent upon Council approval of the 2023 operating budget, to be presented in January of 2023.

Sundays and Holiday Service

- Introduction of service from 6:00 a.m. to 12:30 a.m., operating at a 30-minute frequency in Early AM, Early Evening and Late Evening and a 20-minute frequency during Day (approximately 8:00 a.m. to 6:00 p.m.)



INFORMATION REPORT

| | |
|---------------------------|--|
| TO: | Chair and Members Airport Sub-Committee |
| COMMITTEE DATE: | June 28, 2022 |
| SUBJECT/REPORT NO: | John C. Munro Hamilton International Airport - Conventional Transit Service Levels and Ridership (PW22057) (City Wide) |
| WARD(S) AFFECTED: | City Wide |
| PREPARED BY: | Andy McLaughlin (905) 546-2424 Ext. 1809 Jason VanderHeide (905) 546-2424 Ext. 2390 |
| SUBMITTED BY: | Maureen Cosyn Heath Director, Transit Public Works Department |
| SIGNATURE: |  |

COUNCIL DIRECTION

N/A

INFORMATION

This Information Report is being brought forth to inform the Airport Sub-Committee of current transit service options available to customers, students, and employees travelling to and from the John C. Munro Hamilton International Airport, and to provide a summary of average conventional transit ridership (HSR and TransCab), in response to a staff direction motion at the February 24, 2022 Airport Sub-Committee meeting (Item 10.1).

The Airport area is recognized as one of importance to the City of Hamilton as set out in the Economic Development Action Plan. Continued investment in transit to and from the airport creates an important connection from there to the rest of Hamilton, allowing for easy movement for employees and visitors alike. Transit service to the airport is currently offered on conventional transit, and through an alternative model when the conventional route ends for the day.

OUR Vision: To be the best place to raise a child and age successfully.

OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

SUBJECT: John C. Munro Hamilton International Airport - Conventional Transit Service Levels and Ridership (PW22057) (City Wide) – Page 2 of 6

Current Transit Service Options:

Transit service to the John C. Munro Hamilton International Airport currently exists in two different forms:

1. Conventional Transit – Route 20 A Line
2. Alternative Transit – Glanbrook TransCab

Conventional Transit – Route 20 A Line:

From 2001 to 2003, the HSR operated the Route 28 Airport Shuttle between the Mountain Transit Centre and the John C. Munro Hamilton International Airport. The route operated on weekdays only, between the hours of 6:00 a.m. and 7:00 p.m., and at a frequency of one bus every 35 minutes in the morning and one bus every 45 minutes in the afternoon. The route was cancelled in 2003 because of insufficient ridership, resulting in a poor revenue/cost recovery ratio, and service to the airport was subsequently provided only by TransCab service.

In 2009, the HSR introduced the Route 20 A Line service as the second of five rapid transit lines known as the “BLAST” network.

From 2009 until 2014, the route operated between downtown Hamilton and the John C. Munro Hamilton International Airport during weekday peak periods only. The route operated at a service frequency of one bus every 30 minutes with the first bus departing the airport at 5:33 a.m. and the last bus departing the airport at 5:07 p.m. The last bus of the evening arrived at the airport with customers at 6:23 p.m.

In 2014, the route was extended to include service to Pier 8 and continued to operate during weekday peak periods only. The route continued to operate at a service frequency of one bus every 30 minutes, with the first departure from the airport remaining at 5:33 a.m. Evening service was expanded to include additional trips and the last bus arrived and departed the airport at 6:52 p.m.

In Fall 2018, Council’s investment in Year 3 of the 10-Year Local Transit Strategy provided service expansion to the airport, resulting in the route being operated at a frequency of one bus every 20 minutes during peak periods, and service being added during mid-day at a frequency of one bus every 30 minutes. Service span was also increased at both ends of the day during the expansion, with the first bus of the morning arriving and departing from the airport at 5:25 a.m., and the last evening bus arriving and departing from the airport at 7:28 p.m.

SUBJECT: John C. Munro Hamilton International Airport - Conventional Transit Service Levels and Ridership (PW22057) (City Wide) – Page 3 of 6

In Fall 2019, Council's investment in Year 4 of the 10-Year Local Transit Strategy provided service adjustments during afternoon peak to improve service reliability, and a minor routing change made at the airport to include Centre Road. A new bus stop and bus shelter were added to improve accessibility and weather protection for customers, students, and employees at KF Aerospace and Mohawk College.

In Fall 2021, Council's investment in Year 5 of the 10-Year Local Transit Strategy again provided service enhancements to improve weekday peak frequency from every 20 minutes to every 15 minutes. Additional span improvements in the evening provide frequency every 30 minutes, with the last airport arrival extended to 10:21 p.m. Since the introduction of the 10-Year Local Transit Strategy up until the end of 2019, the Route 20 A Line has significantly benefited, receiving approximately 8% of Council's total investment in new transit service hours and new peak service vehicles across the transit network. Investment in Route 20 A Line has shown a positive trend in customer usage across the entire route: in the six-month period after the Fall 2018 enhancements were implemented, a 113% increase in total route activity was attained compared to the six-month period prior to the enhancement implementation, and based on full year comparisons, 2019 showed an increase in total activity of 65% over 2018.

While transit customer activity at airport stops increased in both 2018 (up 71%) and 2019 (up 56%), compared to the rest of the route, only 4.9% of the daily route activity took place at the airport in 2019, down from 5.1% in 2018. In total an average of 93 transit customers depart from the airport daily, and an average of 87 transit customers arrive at the airport daily using conventional transit.

The current route map, list of stop locations, route timetable and ridership summary for Route 20 A Line is attached to Report PW22057 as Appendix "A".

Alternative Transit – Glanbrook TransCab:

TransCab is a door to door service for customers who are extending their trip beyond a point where conventional transit ends, or during periods when conventional transit does not operate. TransCab trips are exclusively for those customers connecting via a conventional trip and are paid for by the customer as a \$.50 premium in addition to their conventional trip fare. The City subsidizes the remainder of the trip cost by paying the taxi provider on a per customer served basis. TransCab to the Glanbrook area pre-dates amalgamation and was originally launched in 1999. Historically, TransCab service in the Glanbrook area was only provided between 6:00 a.m. and 7:00 p.m. on weekdays and Saturdays, with no service on Sundays.

The Glanbrook TransCab area has two distinct zones: The Twenty Road West Zone and the Mount Hope and Airport Zone. John C. Munro International Airport is situated within the Mount Hope & Airport zone. Please refer to the map of the TransCab zones

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SUBJECT: John C. Munro Hamilton International Airport - Conventional Transit Service Levels and Ridership (PW22057) (City Wide) – Page 4 of 6

as they are attached to Report PW22057 as Appendix “B”. Trip generators for customers arriving and departing via TransCab to John C. Munro International Airport are attached to Report PW22057 as Appendix “C”. A sample of monthly TransCab ridership from late summer and fall months from 2018 to 2021 are included in Appendix “C” to Report PW22057.

In June 2018, with the announcement of the Swoop Airline expansion to the airport, TransCab service was expanded to include evening hours as well as Sunday service. Glanbrook TransCab service to the airport continues to operate between 6:00 a.m. and 2:00 a.m. on weekdays, between 6:00 a.m. and 2:00 a.m. on Saturdays, and between 6:00 a.m. and 1:00 a.m. on Sundays. The daily service span for TransCab is designed to connect customers between conventional and alternative transit modes based on the first departing and last arriving conventional trips at the Mountain Transit Centre.

The October 2018, 2020 and 2021 TransCab average ridership associated with the airport ranges from 20 to 35 customer trips per day, depending on day of the week. Weekday ridership is lower than weekend, due to conventional transit (Route 20 A Line) service level enhancements implemented in 2018 and 2021. Approximately 32% of 20,000 annual Glanbrook TransCab trips have the airport campus as the origin or destination.

Fall of 2022: Planned Service Enhancements:

Effective September 4, 2022, Route 20 A Line service will be improved as part of the Ten-Year Local Transit Strategy Year 6 service enhancements, approved by Council during the 2022 HSR Operating Budget deliberations.

Weekday Improvements:

- AM & PM peak periods service frequency increases from 15 minutes to 10 minutes
- Late Evening service will be introduced at a 30-minute frequency, with buses remaining in service until 2:00 a.m.

Saturday Improvements:

- Introduction of service from 5:30 a.m. until 1:30 a.m., operating at a 30-minute frequency in Early AM, Early Evening and Late Evening and a 15-minute frequency during Day (approximately 8:00 a.m. to 6:00 p.m.)

SUBJECT: John C. Munro Hamilton International Airport - Conventional Transit Service Levels and Ridership (PW22057) (City Wide) – Page 5 of 6

Future Service Enhancements – Ten-Year Local Transit Strategy, Years 7 thru 10:

Future conventional transit service enhancements related to Route 20 A Line service to Hamilton Airport are contained within Year 7 of the 10-Year Local Transit Strategy (tentative 2023):

Sundays and Holidays

- Introduction of service from 6:00 a.m. to 12:30 a.m., operating at a 30-minute frequency in Early AM, Early Evening and Late Evening and a 20-minute frequency during Day (approximately 8:00 a.m. to 6:00 p.m.)

Staff Consultation:

Transit staff met with airport staff in both March 2019 and March 2020 to discuss airport growth and transit service plans.

Transit staff continue to work with Planning and Economic Development in monitoring and identifying opportunities for forecasted transit service to meet demand at the airport.

During the 4th quarter of 2021 and 1st quarter of this year, Transit staff held a series of meetings with airport tenants to obtain a better understanding of their employee attraction/retention challenges related to transit service. An overview of the (Re)envision and HSR Guiding Principles programs was also provided. Stakeholders have communicated challenges related to transit service needs, first mile/last mile pedestrian infrastructure, misalignment between transit service peak periods and airport workplace peak periods and operating hours and Council-approved transit service span standards. Stakeholders also voiced concerns over a lack of conventional transit service to locations on East Cargo Road and on Airport Road West, west of Centre Road.

Transit staff have highlighted issues related to airport pedestrian connectivity, particularly along Airport Road West between East Cargo Road and Mohawk College Avionics School, with Economic Development and Transportation Planning staff. Ideally, installation of pedestrian facilities (concrete sidewalk or multi-use path) should be reviewed and the scope/timing of planned roadway urbanization (between Upper James Street and Highway 6 Access Road) adjusted, pending Public Works programming requirements. Transportation Planning staff continue a dialogue with Engineering Services and Growth Management to explore appropriate approaches to road urbanization planning that allow for timely pedestrian mobility improvements.

While the request for implementation of bus service on East Cargo Road and on Airport Road West, west of Centre Road, was conducted by Transit staff, Transit concluded that service cannot be operated and delivered in an efficient manner due to the private road network design in these areas at this time.

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**SUBJECT: John C. Munro Hamilton International Airport - Conventional Transit
Service Levels and Ridership (PW22057) (City Wide) – Page 6 of 6**

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PW22057 – Route 20 A Line - Map

Appendix “B” to Report PW22057 – TransCab Service Zone – Mount Hope and Airport
Map

Appendix “C” to Report PW22057 – TransCab Service Zone – Trip Generators Map

THE RUNWAY

John C. Munro Hamilton International Airport is pleased to publish this quarterly e-newsletter to communicate key highlights of the Airport's performance and achievements.

Hamilton International Airport Business Update



As we head into the new month of May, the temperatures are getting warmer, the days are becoming longer, and the desire to travel is growing stronger. The 2022 Summer Program from Hamilton International features new routes, a new ultra-affordable airline, and unlimited opportunities to make new memories this summer as travellers look to reconnect with loved ones and revisit their bucket lists.

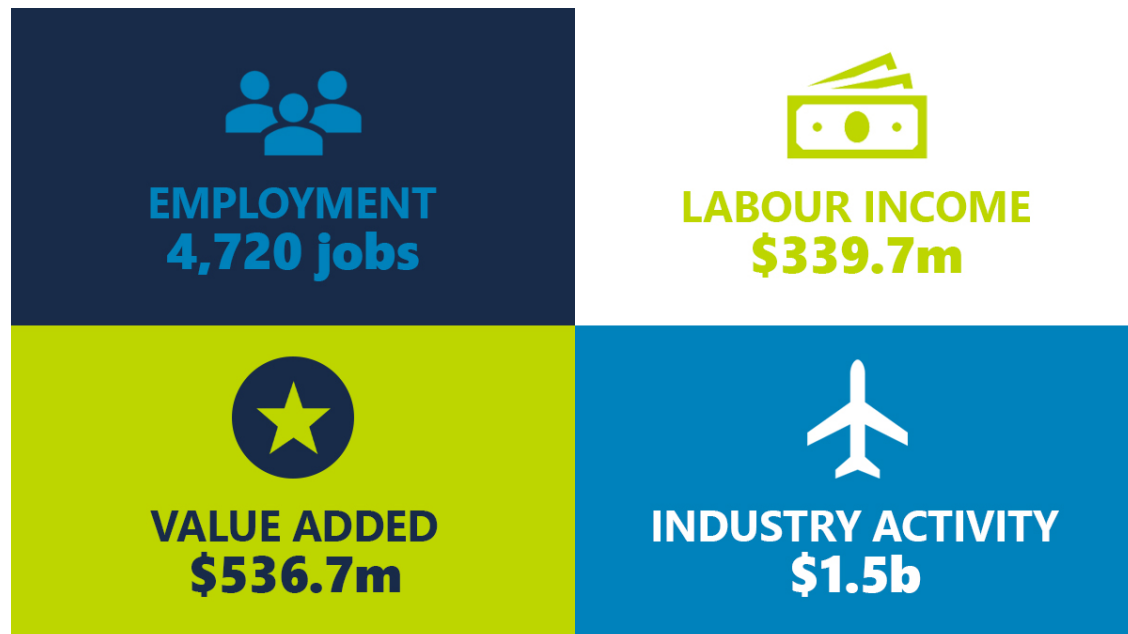
Bright and early on May 1, Hamilton International officially kicked off the start of its 2022 Summer Program with Swoop's inaugural flight from Hamilton to Charlottetown, Prince Edward Island — the first of four brand new routes offered by Swoop this summer as part of the airline's East Coast network expansion from Hamilton. Service to Moncton, New Brunswick is set to commence on May 9 followed by service to Deer Lake and St. John's in Newfoundland and Labrador on May 21 and June 13 respectively. Additionally, the Airport looks forward to the highly-anticipated return of service to "Fabulous" Las Vegas, Nevada on June 23.

To complement these coast-to-coast flight options this summer, Canada's newest ultra-affordable airline, Lynx Air, will begin leaving its paw prints in the sky to and from Hamilton as it launches new affordable and

As the summer gets underway, Hamilton International and its partners remain committed to serving the local community and supporting a robust recovery for our region by ensuring that people and goods can get to where they need to go with convenience, confidence, and ease.

Airport Activity Continues to Drive Economic Benefits in Hamilton

As demonstrated by its most recent Economic Impact Study, Hamilton International continues to be a key driver of economic activity in the City of Hamilton and broader Ontario region with growth in both passenger and cargo segments. ICF International Incorporated was commissioned to assess the Airport's 2021 passenger and cargo volumes along with capital spending activity and draw comparisons to the previous study conducted in 2018 (using 2017 inputs).



As a result, Hamilton International is proud to be responsible for a total 4,720 jobs and ultimately, an impressive \$1.5 billion in economic activity in Hamilton. ICF further concluded that impacts are felt beyond the immediate Hamilton region, creating a greater impact province-wide. When factoring in the economic impacts to Ontario, an amazing 9,810 jobs and \$2.7 billion in economic impact is attributed to activity related to the Hamilton International and further validates its strength as an important economic engine for the City of Hamilton, region, and province.

[View the full Economic Impact Study here](#)



Many of us entered 2021 feeling hopeful and optimistic that with increased knowledge, the widespread rollout of vaccinations, and overall better preparation for the unique obstacles ahead, the world would finally turn a corner on the COVID-19 pandemic and resume a sense of normalcy. While things did take a promising step or two in the right direction, 2021 proved to be anything but normal and what came to be instead was a new level of uncertainty and a wave of disruptions.

As the pandemic lingered on, evolving federal government guidelines, restrictions, and mandates related to air travel continued to challenge the recovery of the passenger sector at Hamilton International while in parallel, the ongoing growth in cargo and goods movement, spurred a greater demand on the transportation and logistics sector.

Hamilton International reflects on a memorable year full of challenges, opportunities, and moments worth celebrating in its annual report. Please click the button below to take a journey back in time.

[View Hamilton International's 2021 Year in Review here](#)

**It's 'time to go' with
Hamilton International's
2022 Summer Program**



It's time to dust off your suitcase and go for that much-needed getaway this summer, starting your journey with comfort and ease from Hamilton International. The Airport's 2022 Summer Program offers an array of getaway options with services operated by Swoop, WestJet, and the Airport's newest ultra-affordable air carrier partner, Lynx Air.



Swoop will continue to offer ultra-not-expensive service between Hamilton and Abbotsford (BC), Edmonton (AB), Halifax (NS), and Winnipeg (MB), while introducing brand new service into Atlantic Canada including Charlottetown (PEI), Deer Lake (NL), Moncton (NB), and St. John's (NL). In addition to its robust domestic product, Swoop is continuing its transborder services to the Sunshine State through the summer with flights to Orlando (Sanford) and St. Pete-Clearwater in Florida. Finally, travellers can "hit the jackpot" once again with flights between Hamilton and Las Vegas returning at the end of June.



WestJet will continue to operate daily flights between Hamilton and Calgary (AB).



Canada's newest ultra-affordable airline, Lynx Air, is launching from Hamilton International at the end of June, offering travellers affordable and convenient travel options to Calgary (AB) and Halifax (NS).

Please refer to the [YHM Flight Schedule](#) for more information about flight options from Hamilton International or flyswoop.com, westjet.com, and flylynx.com, for the latest schedule updates. Travellers are strongly encouraged to review the current travel restrictions and entry requirements before travelling. Below is a list of useful resources from the federal government and the Airport's airline partners:

[Government of Canada - Travel, Testing and Borders](#)

All schedules are subject to change. Flight dates and times should be confirmed directly with your airline prior to departure.

Hamilton International Recognized with Global Health Accreditation

Hamilton International is proud to add another layer of confidence for travellers this summer while now accredited under the Airports Council International (ACI) Airport Health Accreditation program for its commitment to prioritizing health and safety measures. ACI's Airport Health Accreditation program is designed to help reassure the travelling public and stakeholders that airport facilities remain safe and that appropriate precautions are being taken to reduce any risk to their health.



ACI's evaluation process assesses the new health measures and procedures introduced as a result of the COVID-19 pandemic in accordance with recommendations from the International Civil Aviation Organization (ICAO) Council Aviation Recovery Task Force (CART) and industry priorities. Areas of assessment for accreditation include cleaning and disinfection, physical distancing (where feasible and practical), staff protection, physical layout, passenger communications, and passenger facilities. This accreditation demonstrates that Hamilton International's ongoing efforts to protect travellers, employees, and business partners are in alignment with industry best practices and global standards.



This coveted accreditation has been received following the launch of Hamilton



Partner Spotlight

Hamilton International is proud to feature the **Partner Spotlight** in each issue of The Runway to highlight one of the various commercial, passenger, and cargo businesses located at the Airport and provide an inside look at the products and services they have to offer. Continue reading to learn more about this quarter's featured partner.



On October 21, 1972, aviation enthusiast Dennis Bradley flew a newly restored 1950s vintage Fairey Firefly to its new home at Hamilton Civic Airport, now John C. Munro Hamilton International Airport. Bradley, along with Alan Ness, John Weir, and Peter Matthews had recently purchased and restored the aircraft in Toronto back to flying condition in Canadian military colours. Calling themselves Canadian Warplane Heritage, the newly formed fledging organization rented space in Hangar 3 at Hamilton International.

The group started to build a fleet of flying aircraft that saw service with the Canadian military. And so, it began to grow—none of them quite realizing the interest they would generate in doing so, or the number of people who wanted to get involved. “Businessmen, retired people, teenagers, wives, girlfriends—just buffs who want to see these planes preserved,” said Dennis Bradley.



Over the years, volunteer support grew for the charitable organization, along with the collection of aircraft including the acquisition of a derelict Lancaster bomber that had been sitting outside on a pedestal for many years in Goderich. The Lancaster would eventually be restored to flying condition, flown coast to coast in Canada and its journey culminated in a trip to England in 2014.



Hangars 3 and 4 at Hamilton International were eventually acquired to house the growing collection of aircraft and artifacts. While it has grown into a world-renowned aviation museum, closing in on almost 50 aircraft, it had certainly begun rather innocuously. From the growing pains of a fledgling volunteer organization, to the loss of a co-founder in a tragic crash, to a devastating hangar fire, and to narrowly escaping financial ruin—triumph, tragedy, and perseverance can best describe the journey of the Canadian Warplane Heritage Museum.



As the Canadian Warplane Heritage Museum celebrates its 50th Anniversary in 2022, many events are being planned:

- **50th Homecoming** – *June 18* – a reunion social for all past & present members
- **Skyfest50** – *June 25 & 26* – Flybys by visiting aircraft - Mosquito, Spitfire, Hurricane, P-39, P-40, & more plus our museum's aircraft!!
- **Fifty Years Gala** – *October 15* – Featuring the World-Famous Glenn Miller Orchestra

Additional details for these and several more can be found at warplane.com.

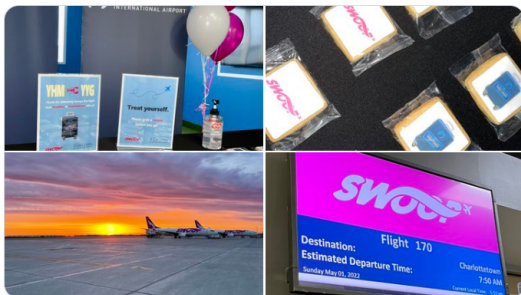


What's Happening @flyyhm?

Here's a round-up of the most recent tweets from Hamilton International's [Twitter account](#):

 Hamilton International Airport (YHM)
@flyyhm

Hello May 🌸 Today marks the start of the 2022 Summer Program from @flyyhm and we're Swoop-er excited to be kicking it off with @FlySwoop's inaugural flight from #HamOnt to Charlottetown ✈️🍪 Celebrating a new convenient and affordable travel option means cookies for breakfast!



 YYG Charlottetown Airport
@flyYYG

Nothing but the warmest of welcomes for @FlySwoop's very first flight into YYG, arriving from @flyyhm! 🇨🇦❤️

Welcome to the YYG fam, Swoop! 🎉🎉🎉 We look forward to all the adventures and connections these new flights will bring 🙌



The cat's out of the bag... 🐾🐾 There's a NEW airline coming to town this summer & they're bringing ultra-affordable "Lynx" to Calgary & Halifax from @flyyhm! We are so excited to welcome @Lynx_Air to #HamOnt w/ flights commencing at the end of June 🌸🌸

bit.ly/3CO78HG



Feeling extra "lucky" 🍀 and excited at this afternoon's luncheon to celebrate @Lynx_Air adding @flyyhm to its expanded network and destination list this summer to provide #HamOnt and neighbouring communities with more choice at an ultra-affordable price tag 🌸🐾



Hamilton International Airport (YHM) @flyyhm · Mar 21

Spring is here! 🌸 You know what that means... Summer is around the corner! Thrilled to unveil our new marketing campaign to showcase the 2022 Summer Program from @flyyhm while encouraging travellers that it's "time to go" for that much-needed getaway 🌸🌞 bit.ly/3qnQ3PM



Hamilton International Airport (YHM) @flyyhm

Congratulations on your inaugural flight @Lynx_Air!! 🌸 We look forward to seeing you leave your paw prints from coast to coast this summer with new ultra-affordable flights to Calgary and Halifax taking off from @flyyhm on June 29 🌸 Book today at flylynx.com 🐾

Lynx Air @Lynx_Air · Apr 7
#YYC-#YVR IS LIVE! 🇨🇦 Canada's new ultra-affordable airline is in the air!

- 🌿 Everyday low base fares make travel easy for all
- ✈️ Experience the future of air travel in the latest generation Boeing 737
- 📱 Easy online booking (plus promo codes for Lynx Insiders)

YVR | Lynx | YYC

Hamilton International Airport (YHM) @flyyhm

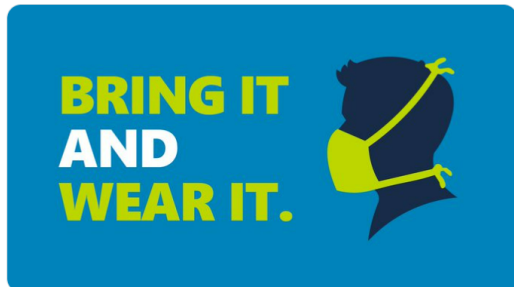
We are proud to share that @flyyhm is now #AHAaccredited under the @ACIWorld Airport Health Accreditation program for its commitment to prioritizing health and safety measures, adding another layer of confidence for travellers this summer ✅🌟🌸

Link: bit.ly/3ugSwxU



Hamilton International Airport (YHM) @flyyhm

Please be advised that all current COVID-19 health and safety measures remain in effect at Hamilton International, including mask/face covering requirements while inside the terminal building and onboard the aircraft for the entirety of the flight as well as during deplaning 🧻🌸

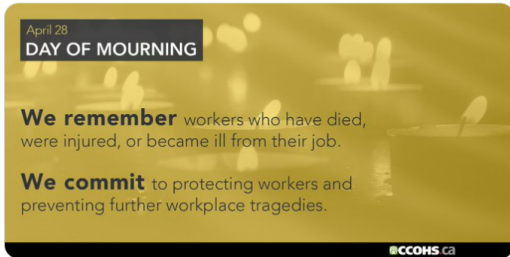


Hamilton International reaffirms its position as an important economic engine for #HamOnt & the region w/ Airport activity proudly delivering 4,720 jobs & \$1.5b in economic output as showcased in the 2021 Economic Impact Study results for @flyyhm

Link: bit.ly/3peD4PV



Today, we pause for a moment of silence to reflect and honour those who have been lost, injured, or suffered an illness in the workplace. Our thoughts are with the loved ones and colleagues whose lives have been forever changed due to a work-related tragedy. #DayOfMourning



So proud to see Cathie Puckering, President & CEO of @flyyhm & Vice President & Head, Canadian Network for @VantageAirportG, announced as a nominee for the @YWCA_Hamilton Women of Distinction Awards, shining a well-deserved spotlight on her many contributions & achievements



We are pleased to share our 2021 Year in Review. Click the link below to take a journey back in time as we reflect on a memorable year full of challenges, opportunities, and moments worth celebrating at Hamilton International

flyhamilton.ca/wp-content/upl...



We rise by lifting others. Join the #PinkShirtDay movement to take a stand against bullying and celebrate the things that make us different and unique.



Started the day @ the @burlingtoncofc Business Before 9 event w/ our very own (& very dynamic) Board Chair, Ron Foxcroft! From pealless whistles to transport trucks & many other business achievements & community initiatives, Ron's successful career is anything but a "fluke"



Hamilton International Airport (YHM) @flyyhm

We spy a familiar face in this incredible group of women in **CA** aviation – our fearless leader Cathie Puckering. Today, we celebrate the women who continue to make a difference, drive excellence, & serve as a source of inspiration for the female leaders of the future. #IWD2022 🌟 👩🏻‍✈️



Hamilton International Airport (YHM) @flyyhm

Our partners @FlySwoop are adding **2** NEW destinations in the Maritimes to its growing list of ultra-low-cost **CA** options available from @flyyhm this summer!

Explore the East Coast for less w/ direct flights from #HamOnt to Charlottetown (PEI), Moncton (NB), and Halifax (NS) 🚢 🇨🇦



Hamilton International Airport (YHM) @flyyhm

We sure hit the jackpot with @FlySwoop's announcement today!! Not only is service from #HamOnt to Florida 🇺🇸 being extended with flights to Orlando (Sanford) and St. Pete-Clearwater continuing through the summer, but Viva Las Vegas is COMING BACK beginning June 23 🎰 🇨🇦



Hamilton International Airport (YHM) @flyyhm

Happy #EarthDay! Proud to see a few faces from @flyyhm included alongside some of the other proponents for change in our industry 🌱 Today, we celebrate the collective efforts of airports & airlines across **CA** that are building a greener & more sustainable future to protect our 🌍



Hamilton International Airport (YHM) @flyyhm

See this beautiful view for yourself with @FlySwoop's new summer service between #HamOnt and Charlottetown, PEI commencing on May 1! Be there soon @flyYYG 🌞 🇨🇦

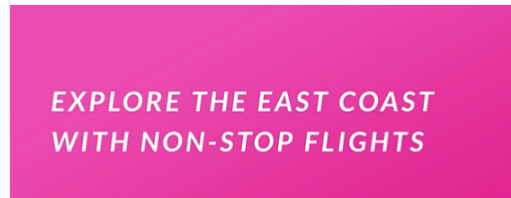


Hamilton International Airport (YHM) @flyyhm

The lobster's out of the bag... @FlySwoop is introducing even more ultra-low-cost flights to the East Coast from @flyyhm this summer with brand new service to Newfoundland & Labrador, including:
🚢 Deer Lake - 2x weekly
🚢 St. John's - 5x weekly


Link: bit.ly/3rBJxGc 🇨🇦

FlySwoop @FlySwoop · Feb 9
It's never too early to start planning your summer adventures and #AtlanticCanada is now closer than ever! 🌞 🇨🇦
Now introducing service to Moncton, Saint John, Charlottetown, Deer Lake and St. John's. Book today at ms.spr.ly/6012w8RBg for the summer-time of your life. 🌞 🇨🇦



Happy birthday @WestJet !! 🇨🇦 Use promo code 'FLY1996' for a rad discount off base fares 🎉

WestJet @WestJet · Feb 28
 It's our 26th birthday! 🇨🇦 While a lot has changed since the '90s, our commitment to our guests and WestJetters hasn't, and we're celebrating with throwback prices all week long: ms.spr.ly/6018wVeHg



0:04 12.9K views

Happy birthday @KfAero! 🇨🇦

KF Aerospace @KfAero · Mar 25
 It's our birthday 🇨🇦 On March 25th, 1970 Barry Lapointe laid the foundation for a Canadian aviation legacy. Here we are 52 years later, stronger than ever! kfaero.ca/our-journey/

#KFAero #KFAerospace #Aviation #YLW #YHM #YPG #YVR #aviationlovers



Hamilton International Airport (YHM) @flyyhm · Apr 24
 Sunshine & cycling in support of @STJOESHAMILTON makes for a perfect Sunday! ☀️ Our President & CEO, Cathie Puckering, conquered farm lanes, trails & gravel roads today alongside many other cyclists at the @Paris2Ancaster race in support of innovative healthcare research 🚴🏻🏆



Hamilton International Airport (YHM) @flyyhm

Happy #NationalVolunteerWeek! We'd like to recognize our incredible team of Airport Ambassadors who bring heart to Hamilton International through the special role they play in enhancing the overall experience for travellers by providing assistance with a warm & friendly smile. 🍷

#EmpathyInAction

VOLUNTEERS BRING HEART TO CANADA'S COMMUNITIES

VOLUNTEER REVEALED CANADA

NATIONAL VOLUNTEER WEEK
 APRIL 24-30, 2022

Hamilton International Airport (YHM) @flyyhm

🇨🇦 Attention PRESTO cardholders 🇨🇦

Using public transit to get to or from @flyyhm? 🇨🇦 Beginning on March 14, your local transit fare will be completely FREE if you're travelling to or from GO Transit and the Hamilton Street Railway (@hsr) ✅

More details at the link below 📌

GO Transit @GOtransit · Mar 1
 🇨🇦 SAVE MORE! Bigger discounts starting March 14:

- ✅ Teens & post-secondary students get 40% off when using PRESTO.
- ✅ Free rides between GO and most local transit.

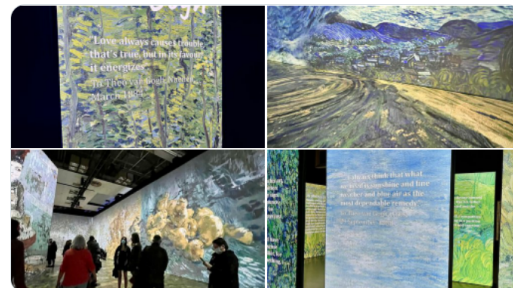
It's a Discount-A-Ganza! Get the scoop here: gotransit.com/discounts



Hamilton International Airport (YHM) @flyyhm

Looking for something to do or somewhere to "Gogh" in #HamOnt? Take a journey beyond the surface and immerse yourself in Van Gogh's iconic artwork at the must-see #BeyondVanGogh exhibit 🎨

📍 Hamilton Convention Centre
 🗓️ Open until April 2
 🌐 vangoghhamilton.com



Happy #NationalAviationDay! Today, we acknowledge and celebrate all the hardworking Canadians in the aviation industry – both in the sky and on the ground – that play an integral role in keeping people and boxes moving across our country and around the world. 🇨🇦



Congratulations to our partners at @KfAero on the launch of KF Aeroflyer – a new passenger air charter service that will provide domestic and international programs to support leisure, tourism, and work force transportation. 🎉🌞

#KFAeroflyer #KFAero

— @KFAeroflyer @kfaeroflyer · Apr 11

NEWS RELEASE 📰! Aeroflyer introduces domestic & international passenger #charter services with a fleet of B737NG aircraft. Brought to you by KF Aerospace, a Canadian #aviation pioneer with nearly 50 years of flying experience. Read here 🔗 bit.ly/3LNakNA

For more of what's happening @flyyhm, follow us on our social channels below: