



## **General Issues Committee**

### **REPORT 11-030**

**9:30 a.m.**

**Thursday, October 13, 2011**

**Council Chambers**

**Hamilton City Hall**

**71 Main Street West**

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**Present:** Deputy Mayor B. McHattie (Chair)  
Mayor B. Bratina  
Councillors C. Collins, S. Duvall, J. Farr, L. Ferguson,  
S. Merulla, B. Morelli, T. Jackson, B. Johnson, J. Partridge,  
R. Pasuta, M. Pearson, R. Powers, T. Whitehead

**Absent with Regrets:** Councillor B. Clark – Personal

**Also Present:** C. Murray, City Manager  
R. Rossini, General Manager, Finance and Corporate  
Services  
B. Goodger, A/General Manager, Public Works  
B. Jansenn, A/General Manager, Planning & Economic  
Development  
J. A. Priel, General Manager, Community Services  
N. Everson, Director, Economic Development & Real Estate  
C. Biggs, Co-ordinator, Committee Services/Council/Budgets

### **THE GENERAL ISSUES COMMITTEE PRESENTS REPORT 11-030 AND RESPECTFULLY RECOMMENDS:**

**1. Conventional, Rapid and Inter-Regional Transit: Technical, Financial and  
Land Use Considerations (CM11016/PW11064/PED11154/FCS11072) - (City  
Wide) (Item 7.1)**

- (a) That Senior Management Team be authorized and directed to complete the works itemized below for the B-Line and the A-Line (as outlined in Tables 1, 2 and 3 within this report), given that the work currently underway as part of the Contribution Agreement alone is not sufficient and understanding that, prior to making any funding recommendation on Light Rail Transit, Metrolinx requires completion of all of the following works including:

- (i) All deliverables relating to the Contribution Agreement between the City of Hamilton and Metrolinx (attached as Appendix E);
  - (ii) The project benefit and cost report (*Making the Case* as described in Table 2), including the cost of not doing LRT and a triple-bottom line analysis and that if the study requires additional funding, that those funds be sought from Metrolinx;
  - (iii) Maintenance Storage Facility analysis and Environmental Assessment, B-Line Phasing Strategy, Electromagnetic Field Study at McMaster University, A-Line Terms of Reference for Planning, Design and Engineering and Infrastructure Ontario Value for Money Exercise
- (b) That Senior Management Team be authorized and directed to negotiate with Metrolinx a funding formula to complete the above works at an upset limit of \$950,000 in combined staff and consulting services, and that any resulting City portion be funded from the Quick Wins Reserve # 108047;
- (c) That the General Manager, Finance and Corporate Services report back to General Issues Committee with financial impacts and a funding strategy for Council consideration when a funding commitment for a Light Rail Transit project is announced by senior levels of government;
- (d) That Staff be authorized and directed to pursue further Metrolinx funding to purchase additional 18.2 metre (60-foot) hybrid articulated buses to immediately address capacity shortfalls in the A-Line and B-Line corridor, while the longer term plan, including rapid transit, is under development;
- (e) That the General Manager of Planning and Economic Development complete the B-Line Nodes and Corridors Land Use Planning Study and give priority to the completion of node and/or corridor plans for James Street and Centennial Parkway in recognition of the planned GO Transit stations at James Street North and Centennial Parkway, as part of a long term Nodes and Corridors Planning Work Program;
- (f) That Senior Management Team develop an organizational structure and community engagement strategy to support, over the long term, an integrated public transportation program for the City that encompasses provincial, inter-regional, inter-city, rapid transit, public transit, active transportation and transportation demand management no later than Q1 2012. Should this exercise conclude that additional staff complement and or budget is required, SMT is directed to report back to General Issues Committee prior to implementation;
- (g) That the City Manager be authorized and directed to correspond with Metrolinx to reaffirm the City's commitment to modernizing public transportation in the City of Hamilton including light rail and GO transit;

- (h) That in their report back, staff include firm capital costs and a recommended ask to Metrolinx for capital and net change in operating costs in LRT vs existing bus system, including cost per passenger;
- (i) That Metrolinx be requested to reimburse the City of Hamilton for the total funding of \$5.1 million which has been allocated for the transit initiative.

**2. 2008-2011 Strategic Plan Annual Report (2010) (CM11014) (City Wide) (Added as Item 8.1)**

That Report CM11014 respecting the 2008-2011 Strategic Plan Annual Report, be received.

**FOR THE INFORMATION OF COUNCIL:**

Councillor Partridge welcomed and thanked John Howe from Metrolinx who was in attendance at the meeting to respond to questions of the Committee.

**(a) CHANGES TO THE AGENDA (Item 1)**

The Clerk advised of the following changes:

**ADDED DISCUSSION ITEM**

- (a) 2008-2011 Strategic Plan Annual Report (2010) (CM11014) (City Wide) (Added as Item 8.1) (Tabled by Committee on October 11, 2011)

On a motion, the agenda was approved, as amended.

**(b) DECLARATIONS OF INTEREST (Item 2)**

None

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

None

**(d) DELEGATION REQUESTS**

On a motion, the following delegation request was approved and the rules of order were waived to allow the delegation to address the Committee at this meeting:

- (i) Delegation Request from David Adames, Hamilton Chamber of Commerce, respecting the LRT project.

**(e) PUBLIC DELEGATIONS/HEARINGS**

Chair Partridge called upon the following:

- (i) Ian Dunlop, Rapid Transit Citizens Advisory Committee, to present a brief summary of the work of the RTCA over the past year (Item 6.1)**

Ian Dunlop addressed the Committee on behalf of Rapid Transit Citizens Advisory Committee to express RTCAC'S support of the Light Rail Transit project and commended all staff for the hard work that has gone into preparing the report being presented today.

A copy of Mr. Dunlop's comments were submitted to the City Clerk for the public record and are attached as Appendix "A" to General Issues Committee Report 11-030.

On a motion, the presentation from Ian Dunlop on behalf of the Rapid Transit Citizens Advisory Committee, be received.

- (ii) Kathy Drewitt, Downtown Hamilton B.I.A., in support of LRT (Item 6.2)**

Not in attendance.

- (iii) David Adames, CEO of the Hamilton Chamber of Commerce, respecting the LRT Project**

David Adames appeared before the Committee on behalf of the Hamilton Chamber of Commerce to: reiterate the Chamber's official policy on Mass Transit; comment on the staff report; and, to encourage the City to "keep the homework going" by completing the current scope of work and submit for another round of funding to complete a full assessment for LRT in Hamilton.

To conclude, the Chamber supports the report's recommendation to complete the current scope of work under the terms agreed to with Metrolinx and prepare another funding request to complete a full assessment. The Chamber also congratulated the City on its working relationship with Metrolinx and for completing as much work as it has to date.

The Chamber is prepared to help, where appropriate, and can also help with the value for money exercise required by Metrolinx, if needed. The Chamber is ready to continue to work with the City on this important issue.

A copy of Mr. Adames' comments were submitted to the City Clerk for the public record and are attached as Appendix "B" to General Issues Committee Report 11-030.

On a motion, the presentation from David Adames, on behalf of the Hamilton Chamber of Commerce, was received.

**(f) PRESENTATIONS**

**(i) Conventional, Rapid and Inter-Regional Transit: Technical, Financial and Land Use Considerations (CM11016/PW11064/PED11154/FCS11072) (City Wide) (Item. 7.1)**

Chris Murray provided introductory comments and outlined the proceedings of how the information would be provided to the Committee. In his remarks, Mr. Murray acknowledged the report contributors, including Don Hull, Justin Readman, Carla Ippolito, Mary Devorski, Bill Janssen, Christine Lee-Morrison, Chris Phillips and Al Kirkpatrick.

Mr. Murray provided three messages to the Committee:

- 1<sup>st</sup> – finish the homework – be enthusiastic, LRT is too important to this community; given great encouragement from Metrolinx; this is about making an informed decision
- 2<sup>nd</sup> – recognize that the purpose of this meeting is not to make a billion dollar decision; need to stay on a particular path and broaden
- 3<sup>rd</sup> – while focus has been on LRT, GO Transit is important as well.

At the end of the day, this is about public transportation, building a strong link to Union Station, and should be seen as a strategic priority for this community which requires a strong staff group. Approach this project in a multi-disciplinary way.

- at the end of the day, all about public transportation, strong link to Union Station; should be seen as a strategic priority for this community; need strong staff group
- approach this project in a multi-disciplinary way

With the assistance of power point, the following presenters addressed the Committee:

- Background – Don Hull
- PDE/Project Benefits Presentation – Alan Jones, Steer Davies Gleave
- Staff Presentation – Don Hull and Rob Rossini
- Summary – Don Hull

The purpose of the presentation is to:

- Update Council on the status of the Rapid Transit Initiative
- Seek Council direction to complete necessary works with Metrolinx
- Consider acceleration of HSR service development plans
- Express support of the integration of regional public transportation throughout the Golden Horseshoe.

Copies of the power point presentations were submitted to the Clerk for the public record and are available for viewing on the City of Hamilton website.

On a motion, the staff and consultant's presentation respecting Conventional, Rapid and Inter-Regional Transit: Technical, Financial and Land Use Considerations, was received.

During the period that John Howe from Metrolinx was responding to questions of the Committee, he committed to taking the City's funding request of \$950,000 to the Metrolinx Board. In his comments, Mr. Howe stated that Metrolinx wants Hamilton to get to the finish line and is very close to doing so. All of the staff reports that have been submitted clearly outline the work that needs to be done, timelines and estimated costs. Metrolinx is in sync with the contents of the staff report before the Committee today.

On a motion, the following was added as sub-section (h):

- (h) That in their report back, staff include firm capital costs and a recommended ask to Metrolinx for capital and net change in operating costs in LRT vs existing bus system, including cost per passenger.

The Amendment **CARRIED**.

On a motion, the following was added as sub-section (i)

- (i) That Metrolinx be requested to reimburse the City of Hamilton for the total funding of \$5.1 million which has been allocated for the transit initiative.

The Amendment **CARRIED** on the following recorded vote:

Yeas: Bratina, Collins, Farr, Ferguson, Merulla, Pearson,  
McHattie, Jackson, Johnson, Partridge, Pasuta, Pearson  
Total Yeas: 12  
Nays: Powers  
Total Nays: 1  
Absent: Clark, Duvall, Morelli  
Total Absent: 3

On a motion, sub-section (a)(ii) was amended by adding the following after the words, "Table 2":

"...including the cost of not doing LRT and a triple bottom line analysis and that if the study requires additional funding, that those funds be sought from Metrolinx."

The Amendment **CARRIED** and the Main Motion, as amended, **CARRIED**.

**(g) MOTIONS**

**(i) Light Rail Transit and Go Transit (Item 9.1)**

Councillor Farr withdrew the following motion as the issues in his motion have been resolved with the presentation by staff and the recommendations approved:

Whereas in approving Item 6 of Public Works Committee Report 11-016 on October 19, 2008, City Council's official position is in support of a full investigation of Light Rail Transit (LRT); (see Council motion of record attached hereto)

And Whereas Metrolinx, at both the senior staff and Board levels, have been clear that they are supportive of LRT in Hamilton and have strongly encouraged further investigation;

And Whereas it is critical that Hamilton maintain its position ahead of other GTA municipalities when it comes to being considered for LRT;

And Whereas Hamilton must prepare a strong economic benefits case, including but not limited to: tax assessment growth along the B-Line corridor, jobs during construction and those retained or brought to Hamilton because of LRT, and the costs of not doing LRT;

And Whereas achieving LRT for Hamilton is a long-term project, expected to evolve a period of 5-15 years with opportunities for incremental rapid transit improvements along the way, toward the ultimate LRT goal;

And Whereas achieving GO Transit is of the utmost importance to Hamilton in the short term, and appears to be supported by Metrolinx and the Province of Ontario, yet need not preclude the ongoing preparation of the case for LRT over the longer term.

Therefore Be It Resolved:

- (a) That Council re-affirm its position in support of pursuing a full investigation of LRT over time;
- (b) That a second phase of funding from Metrolinx be requested, ensuring that Hamilton can continue to prepare its case for LRT.
- (c) That Council provide affirmation that pursuit of all-day GO Transit service, including stations at James Street North and Centennial Parkway, be of the highest priority in the short term.

**(h) DISCUSSION AGENDA**

On a motion, the rules of order were waived to allow for discussion of Report CM11014 respecting 2008-2011 Strategic Plan Annual Report.

On a motion, Report CM11014 respecting 2008-2011 Strategic Plan Annual Report was lifted from the table.

See Item 2 for the disposition of this item.

There being no further business, the Committee adjourned at 3:10 p.m.

Respectfully submitted

Councillor J. Partridge  
Deputy Mayor

Carolyn Biggs, Co-ordinator  
Committee Services/Council/Budgets  
October 13, 2011



Deputation to the  
**City of Hamilton**  
**General Issues Committee**  
on behalf of the

# Rapid Transit Citizens Advisory Committee

**in support of Light Rail Transit**

By Ian Dunlop

October 13, 2011

Mayor and members of Council,

I am Ian Dunlop presenting on behalf of The Rapid Transit Citizens Advisory Committee, or RTCAC. The committee was formed last year as part of the work plan agreement between Metrolinx and the City. What impressed me most about the RTCAC at our first meeting was the diversity of the 22 member's backgrounds and experience, businesses interests and the various groups represented from all areas of the city. Our numbers dwindled over the summer months as a direct result of the mixed messages we were seeing from the city's politicians and senior management as to their view of the future and prioritization of LRT in Hamilton.

People became frustrated, and rightly so. Our work and the important work of staff to answer the very questions being asked, was being discounted.

I will quote to you some of the key messages that the RTCAC members wanted me to convey to you, from our July meeting, which was just a week or so after the Mayor's statements on the radio and City Manager's communiqué to City staff that the LRT team would be disbanded by the end of the year:

- "It's disappointing that the current message is that Hamilton has lost interest in LRT although the results of the current planning work have not yet been finalized."
- "There appears to have been a misreading of public, business, community and developers. The RTCAC has been extensively involved with engaging the public in this project. Through involvement in the Committee and public events, we sense strong public support."
- "RTCAC endorses simultaneously pursuing all day GO service and LRT." (Looks like we have solved half of that one)
- "It should be a high priority for Council to become informed before making a decision."
- "The City needs to include funding in the 2012 budget for studies and staff."
- We can't afford not to!

Let's take a look at the affordability argument. On page 22 of today's staff report, there is a comparison of the costs for a B-Line LRT versus Bus Rapid Transit. As we would expect, the upfront capital costs for LRT are greater. But the annual operating cost is less than half that of running busses. Over the 30 year life span of LRT equipment, this adds up to a savings of \$249 million.

But you could then say that if we want to save money, we shouldn't spend it in the first place. Well, if you look at what the HSR's operating budget is right now, projected to be over \$120 million by 2014, and consider the population growth and thereby increased ridership demand that is coming our way even without LRT, the city will be spending over \$5 billion on transit over the next 30 years. To think we could save money by not building LRT is only building a folly.

As you have heard from staff, consultants and many in the community, LRT is a great opportunity for renewal and rejuvenation in Hamilton. The spin-off benefits, such of as the

increased development and property taxes from intensification along the LRT corridors, will benefit the entire city. To reject it now will set back economic development in Hamilton for years to come. Tech-savvy businesses, talented people and entrepreneurs are drawn to progressive cities, not to zero tax increases and cheap property.

Some people have raised genuine concerns, about traffic, and from business owners along the route who will be directly affected during the construction phase of the project. Communication is very important. The RTCAC and staff need to continue working with businesses and residents along the corridor so they understand where we are in the process, to see the benefits beyond the construction phase and to help them along through it. It has worked in so many other cities around the world, why would it fail here unless we let it.

We need straight answers on LRT. This echoes some of your very own comments over the past few months. According to this report, it will cost \$950,000 to get those answers. So let's do that. Let's finish this phase of the process so we can have what we need to make an informed decision, to help firm up the project costs and implications.

A few years ago, the City had a plan called "Vision 2020". Whatever became of that and our optimistic vision of how the city could be?

You are not deciding here today to actually commit to building or funding the LRT, but if there is to be a chance for us to ride the rails by 2020, we have to carry on.

It has already been more or less decided that construction won't start until after the Pan-Am games in 2015, but there is still a lot of work to be done in planning and due-diligence to get to the point where the city, Metrolinx and the province, can make a decision to fund and build it. But why not aim to use the Pan-Am Games to the city's advantage. Let's have the sod-turning/pavement breaking ceremony for the start of LRT construction during the games, while the international media is here, focused on our city to witness the start of its transformation?

Although the RTCAC has not had a chance to meet to consider the recommendations in this staff report as a group, we have obviously been following the process very closely and fully support it. Staff must be commended for all the hard work that has gone into preparing this report for us today. The recommendations, not only on continued LRT planning, but also on the much needed short-term transit improvements are very sound and reasonable.

I urge you to vote in support of them and the motion before you today.  
Our city can't afford not to!

Thank you,

Ian Dunlop  
Rapid Transit Citizens Advisory Committee  
*e-mail: [ian@iandunlop.ca](mailto:ian@iandunlop.ca)*

General Issues Committee: October 13, 2011

Hamilton Chamber of Commerce submission: Delivered by David Adames, President and CEO

## LRT Report

The Hamilton of Chamber is here today to:

1. Reiterate our official policy on Mass Transit
2. Comment on the staff report
3. To encourage the City to "keep the homework going" by completing the current scope of work and submit for another round of funding to complete a full assessment for LRT in Hamilton

One of the Chamber's four policy priorities is Mass Transit: support of all day, two way GO Train service and pursuing LRT concurrently. The Chamber applauds Council's efforts in securing funding commitments for GO Train Service and the provincial government's contribution to this critical inter-regional transportation connection. The addition of two train stations, one at Liuna and a second at Confederation Park/Centennial Parkway will enable the City to continue to implement its Official Plan and GRIDS, intensifying development around the two nodes, or stations, and creating associated assessment and jobs growth.

The Chamber supports the City pursuing LRT at the same time as further developing GO service. This policy priority was developed with the input of a public opinion poll taken in May, 2010 that was jointly funded by the Hamilton and Flamborough Chambers of Commerce. The poll's objective was to determine Hamilton's opinions about important issues in our community. Specific objectives related to LRT included:

- Examining the main methods of transportation
- Determining likelihood to use a Light Rail transit system
- Examining whether respondents believed LRT service would attract jobs

The policy priority was also approved by the Board of Directors, and further endorsed formally by the Chamber's Transportation Committee and the Young Entrepreneurs and Professional Division.

The Chamber believes that LRT planning fits well with the City's Official Plan, GRIDS and the Province's Places to Grow strategy.

The Chamber supports the recommendations and direction of today's staff report. We understand that any significant transportation planning, because it is key infrastructure, needs to be undertaken with long-term planning perspective. And we all know that there have been

rapid transit plans developed in the past, including in the late 1960s and early 1980s. In other words, there is a continuum with transportation planning. And we all know that the capital funding is not there right now with the province nor has time allowed for alternative service delivery or financing to be considered. More time and homework will facilitate those conversations.

The Chamber understands that Council has a complex decision to make. However, we also recognize that more information, much more information, is required before a well-considered decision can be made – information such as what will be provided today in the “Making the Case” overview.

Enough encouraging words though were included in the February, 2010, Metrolinx Benefits Case Analysis (BCA) for Hamilton rapid transit, as presented to its Board of Directors.(this is outlined on page 11 of today’s report):

“Although the BCA identified full LRT as the highest cost option, it also noted that LRT generates the highest transportation user benefits in terms of travel time savings, ridership attraction and overall qualitative travel experience. LRT also carries a stronger potential to reduce greenhouse gas emissions and generate more significant economic development impacts including employment, income, and Gross Domestic Product growth for the city and region. BCA also identifies LRT as having greater potential to shape land uses and uplift land values along the King-Main corridor.”

So until more information is obtained, viewing some of the information contained in today’s report, particularly the financial cost, in isolation of any benefit information, may result in a limited perspective on LRT. Indeed, Council and the community do not yet have a holistic report on LRT.

The Chamber agrees with staff’s recommended 2012 workplan that will go a long way to answering questions such as:

- What is the need for LRT, particularly in context of long-range urban planning and delivering on GRIDS and Places to Grow?
- What is the return on investment from LRT – how and where are the investment opportunities and what policy instruments need to be put in place to encourage development?
- What costs can be avoided if LRT is developed and intensification targets are delivered?
- What, if any, made in Hamilton manufacturing solutions can be applied?

- Are there lower cost solutions to implementing LRT in Hamilton (ex. Alternative service delivery; private financing models; alternative technology solutions; cost effective solutions to housing the maintenance storage facility)?
- Could and should LRT be developed in stages; what is a responsible time horizon for implementation?

To conclude, the Chamber supports the report's recommendation to complete the current scope of work under the terms agreed to with Metrolinx and prepare another funding request to complete a full assessment for LRT. The City is to be congratulated on its great working relationship with Metrolinx and for completing as much work as it has to date. It is interesting that Metrolinx is anxious to receive Hamilton's completed study in 2012.

The Chamber is prepared to help the City where appropriate. We have members, Divisions and Committees that can lend expertise and perspective to the question at hand. We have always viewed LRT as much more than a transportation issue – our committees, ranging from Human Resources to Energy and Environment to Business Development as well as our Divisions, are interested in providing more input. We believe we can help with Recommendation (f) in today's report "That Senior Management Team develop an organizational structure and community engagement strategy to support, over the long term, an integrated public transportation program for the City that encompasses provincial, inter-regional, inter-city, rapid transit, public transit, active transportation and transportation demand management no later than Q1, 2012..."

The Chamber also can help with the value for money exercise required by Metrolinx if needed. In short, the Chamber is ready to continue to work with the City on this important issue.

Thank you