

Paparella, Stephanie

From: Joseph Julian [joejulian]
Sent: May-03-16 10:04 AM
To: Office of the Mayor
Subject: Re: FYI


Thank you very much Mr. Mayor for your reply re: LRT
 I trust in your vision & hopefully , as mentioned, will be surprised of the end results.
 Thanks again,
 Regards, Joseph Julian

From: Office of the Mayor <mayor@hamilton.ca>
Sent: May-02-16 11:09 PM
To: 'Joseph Julian'
Subject: RE: FYI

Again, Joseph Julian, it will be a much larger integrated system, not just the one east-west line.
 Attached, again, is the BLAST network, which will be part of a much more efficient bus system which is part of the ten-year transit plan. I think even you may be surprised once it is built, but as always, thank you for your candor.

Cheers,
 Fred

Fred Eisenberger
 Mayor
 City of Hamilton
 905-546-4200
 @FredEisenberger

From: Joseph Julian [<mailto:joejulia>] 
Sent: Wednesday, April 27, 2016 1:13 PM
To: Office of the Mayor
Subject: FYI

Mr. Mayor,
 I know that this LRT system is a go & studies have been made re: limited disruption to our current travel from east to west, but going forward LRT according to the Spec Article today is the future.
 I will argue this with as an aging senior. How in the Hell do you get me-- even if I take this new LRT system, I still have to transfer for bus service to go North or South to go either to the hospital at St Joe's or visit my doctor. In the winter time--forget it for most of us seniors--we would rather pay the cost and call an ambulance instead.
 WHAT WOULD YOU DO IF YOU WERE A SENIOR IN OUR POSITION AS MANY OF MY FRIENDS AND NEIGHBOURS WHICH ARE AGAINST YOU & YOUR LRT SYSTEM WHICH DO NOT ONLY TRAVEL EAST TO WEST BUT IN MANY OTHER DIRECTIONS.
 Some day you will get to our age and maybe you will finally realize what we seniors face, relative to transit.

Joseph Julian--Have a Good Day Mr. Mayor

Paparella, Stephanie

From: Carmen Stermann [cmestermar
Sent: July-25-16 12:24 PM
To: Roger Stermann
Cc: DL - Council & Support Staff; Letters; Andrew Dreschel; Doreen Stermann; Andy R; Alexander Borghesan
Subject: Re: If an LRT breaks down

I have asked these same questions prior to the last election. No one, either politician or LRT rep ever answered any questions. Since then, the only answer any proponent has given me is, "This will be good for development". No one seems to say "This will solve our transportation problems". This does nothing for the mountain residents who need something better.. I have asked what happens when there is an accident and ambulance or firetrucks have to get through. With 2 trains down the middle and car traffic halted at the sides, where do emergency vehicles go? I live between Main and King. Last month there was a fire on the corner of our street and King was shut down at that corner for over 3 hours. Buses could easily get around this but LRT will not. Main/King is our only main route in and out of the city and we are giving half of it up for LRT. This is not the situation in other cities that have LRT. Hamilton is unique and will run into trouble in emergency situations because of our geography and trying to make LRT fit our city.

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What people conveniently forget, is that people do not take public transport because it is the most convenient, or greener or faster. They use it because they cannot afford the costs associated with a car. Once those same people are in a position where costs of public transport become closer to that of car ownership, they switch to cars. Freedom of one's time and movement is valued more than public transport people will admit to. This is exactly what happened in Portland. There are now more cars on the road there than before. So so much for getting rid of cars. But hey, it's a feel-good idea and facts are pesky things when one wants to feel good and impose one's ideology on others. And let's pray that the city doesn't get sued when emergency vehicles cannot get to the hospitals in time and someone dies because trains are bottlenecking traffic movement.
Carmen Stermann.

On 25 July 2016 at 11:28, Roger Stermann <specimage> wrote:
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I would appreciate it if anyone in council knows to send a reply.

Sincerely,

Roger Stermann

Spectrum Scanning Services / SpectrumScanning.com

Email: specimag - -

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Paparella, Stephanie

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To: Roger Stermann
Cc: Anderson, Kelly; Alexander Borghesan; Johnson, Paul; Letters; DL - Council & Support Staff; Andrew Dreschel; Office of the Mayor; Doreen Stermann; Andy R; LRT Office; kelsey.ewart@metrolinx.com
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On Jul 26, 2016 12:02 PM, "Carmen Stermann" <cmestermann1@metrolinx.com> wrote:

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Hi Kelly,

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I am astonished that after 4 years of asking these simple, logical questions that we still have to keep asking for answers to top of mind details let alone more intricate scenarios.

Sincerely,

Roger Stermann

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Email: specimage@specimage.com
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16 Years Professional 35mm, 8mm Film, VHS & Camcorder Tape Conversion to Digital

On Tue, Jul 26, 2016 at 9:05 AM, Anderson, Kelly <Kelly.Anderson@hamilton.ca> wrote:

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I hope this helps.

Thanks

Kelly

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Where do emergency vehicles go if there is an accident?

Ensuring emergency access to the LRT corridor is extremely important. The curbed barrier segregating the LRT tracks from other traffic will be mountable for emergency response and maintenance access.

Emergency vehicles can also access the tracks at major intersections where there is no barrier at all.

What if there is an issue with the tracks in the winter?

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Kelly Anderson, APR | Manager of Communications & Engagement

Light Rail Transit (LRT) | City of Hamilton
36 Hunter Street E. | Hamilton, Ontario L8N 3W8
Kelly.Anderson@hamilton.ca

From: Office of the Mayor
Sent: July-25-16 3:40 PM
To: 'Carmen Stermann'; Roger Stermann
Cc: DL - Council & Support Staff; Letters; Andrew Dreschel; Doreen Stermann; Andy R; Alexander Borghesan; Anderson, Kelly; LRT Office
Subject: RE: If an LRT breaks down

Dear Roger and Carmen,

We would like to confirm receipt of your emails today, and the Mayor has asked that Kelly Anderson, Manager of Communications and Engagement for the Light Rail Office, respond to your concerns.

Thank you for sharing your concerns regarding LRT, and please let us know if our office can be of further assistance.

Regards,

Laura

Laura Farr | Administrative Assistant to Mayor Fred Eisenberger

City of Hamilton | Hamilton City Hall

71 Main Street West, 2nd Floor, Hamilton, ON L8P 4Y5

Phone: [905-546-4064](tel:905-546-4064) | Fax: [905-546-2340](tel:905-546-2340)

From: Carmen Stermann [<mailto:cmesterman>]
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Cc: Anderson, Kelly; kelsey.ewart@metrolinx.com; Office of the Mayor
Subject: Re: If an LRT breaks down

I would join the meeting if possible. Thank you
Carmen

On Jul 27, 2016 10:14 AM, "Roger Stermann" <[specimag](mailto:specimag@specimag.com)> wrote:
I would love to meet with an LRT operational expert Kelly.

Roger

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Email: specimag@specimag.com 1 / 9
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On Wed, Jul 27, 2016 at 10:08 AM, Anderson, Kelly <Kelly.Anderson@hamilton.ca> wrote:

Good Morning Carmen and Roger,

We appreciate the feedback. Since you have so many questions we think the most effective way to address them would be through a phone or in-person discussion. We would be happy to arrange for an LRT operational expert to speak with you as well to further explain how LRT works in many other cities and address some of your specific concerns about safety.

Please let me know if you would be interested in a call or meeting.

Thanks

Kelly

Kelly Anderson, APR | Manager of Communications & Engagement

Light Rail Transit (LRT) | City of Hamilton
36 Hunter Street E. | Hamilton, Ontario L8N 3W8
Phone: 905-546-2424, ext. 6389 | Cell:
Kelly.Anderson@hamilton.ca

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Cc: Anderson, Kelly; Alexander Borghesan; Johnson, Paul; Letters; DL - Council & Support Staff; Andrew Dreschel; Office of the Mayor; Doreen Stermann; Andy R; LRT Office; kelsey.ewart@metrolinx.com

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Email: specimag@n/9c

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On Tue, Jul 26, 2016 at 9:05 AM, Anderson, Kelly <Kelly.Anderson@hamilton.ca> wrote:

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I hope this helps.

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To: 'Carmen Stermann'; Roger Stermann

Cc: DL - Council & Support Staff; Letters; Andrew Dreschel; Doreen Stermann; Andy R; Alexander Borghesan; Anderson, Kelly; LRT Office

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Laura Farr | Administrative Assistant to Mayor Fred Eisenberger

City of Hamilton | Hamilton City Hall

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Where do emergency vehicles go if there is an accident?

Ensuring emergency access to the LRT corridor is extremely important. The curbed barrier segregating the LRT tracks from other traffic will be mountable for emergency response and maintenance access.

Emergency vehicles can also access the tracks at major intersections where there is no barrier at all.

What if there is an issue with the tracks in the winter?

The operation of a light rail vehicle (LRV) in snow will not be an issue, and should there be any fear of icing up during particularly inclement weather, they will be run through the night to keep the catenary lines (overhead wires) clear of ice. The consistent running of the LRV will also keep the transit way clear of any snow build up.

LRT systems successfully run in many other cities that experience harsh winter conditions, including Calgary, Edmonton and Minneapolis.

What happens if a LRT vehicle breaks down?

The LRT tracks are designed to ensure operational flexibility. If a LRT vehicle breaks down, crossover tracks will allow other LRT vehicles to bypass the stalled vehicle until it can be returned to the maintenance and storage facility for repair. This ensures the LRT system maintains reliability. Standby vehicles would also be made available to replace the stalled LRV and maintain service excellence.

Kelly Anderson, APR | Manager of Communications & Engagement

Light Rail Transit (LRT) | City of Hamilton
36 Hunter Street E. | Hamilton, Ontario L8N 3W8
Kelly.Anderson@hamilton.ca

From: Office of the Mayor
Sent: July-25-16 3:40 PM
To: 'Carmen Stermann'; Roger Stermann
Cc: DL - Council & Support Staff; Letters; Andrew Dreschel; Doreen Stermann; Andy R; Alexander Borghesan; Anderson, Kelly; LRT Office
Subject: RE: If an LRT breaks down

Dear Roger and Carmen,

We would like to confirm receipt of your emails today, and the Mayor has asked that Kelly Anderson, Manager of Communications and Engagement for the Light Rail Office, respond to your concerns.

Thank you for sharing your concerns regarding LRT, and please let us know if our office can be of further assistance.

Regards,

Laura

Laura Farr | Administrative Assistant to Mayor Fred Eisenberger

City of Hamilton | Hamilton City Hall

71 Main Street West, 2nd Floor, Hamilton, ON L8P 4Y5

Phone: [905-546-4064](tel:905-546-4064) | Fax: [905-546-2340](tel:905-546-2340)

From: Carmen Stermann [<mailto:cmesterman>]

Sent: Monday, July 25, 2016 12:24 PM

To: Roger Stermann

Cc: DL - Council & Support Staff; Letters; Andrew Dreschel; Doreen Stermann; Andy R; Alexander Borghesan

Subject: Re: If an LRT breaks down

I have asked these same questions prior to the last election. No one, either politician or LRT rep ever answered any questions. Since then, the only answer any proponent has given me is, "This will be good for development". No one seems to say "This will solve our transportation problems". This does nothing for the mountain residents who need something better.. I have asked what happens when there is an accident and ambulance or firetrucks have to get through. With 2 trains down the middle and car traffic halted at the sides, where do emergency vehicles go? I live between Main and King. Last month there was a fire on the corner of our street and King was shut down at that corner for over 3 hours. Buses could easily get around this but LRT will not. Main/King is our only main route in and out of the city and we are giving half of it up for LRT. This is not the situation in other cities that have LRT. Hamilton is unique and will run into trouble in emergency situations because of our geography and trying to make LRT fit our city.

With trains running down the center of the road (as we have recently found out) instead of the side like now, all cars driving beside trains will also have to stop whenever the train stops adding to the commute time of car drivers. When this gets mentioned to LRT proponents they talk as if this is a good thing as it may drive more people to use LRT. Not all of us can use LRT or buses to get to work and some of us need a car to do our work. Some of us just like the freedom that comes with using one of the best inventions man has ever made. But car users are deemed evil by those on this side of the spectrum and deserve any inconvenience that can be given them. So a billion dollars (and much more when all is said and done) being spent, roads torn up, businesses going under---all so we can have a reduction of 3 minutes in time from Queenston traffic circle (the middle of nowhere) to Jackson Square. Add those 3 minutes to drivers times and all you are doing is transferring the time savings from one group to another.

What people conveniently forget, is that people do not take public transport because it is the most convenient, or greener or faster. They use it because they cannot afford the costs associated with a car. Once those same people are in a position where costs of public transport become closer to that of car ownership, they switch to cars. Freedom of one's time and movement is valued more than public transport people will admit to. This is exactly what happened in Portland. There are now more cars on the road there than before. So so much for getting rid of cars. But hey, it's a feel-good idea and facts are pesky things when one wants to feel good and

impose one's ideology on others. And let's pray that the city doesn't get sued when emergency vehicles cannot get to the hospitals in time and someone dies because trains are bottlenecking traffic movement.

Carmen Stermann.

On 25 July 2016 at 11:28, Roger Stermann <specimag> wrote:

Good morning Council and Mayor and the Spectator,

Because the LRT would be two single train lines, can anyone tell me what happens when an LRT breaks down on the line or has an accident with a motor vehicle or if the track breaks due to winter upheaval or breaks for any other reason?

At every downtown intersection / crosswalk there is upheaval and of course there would be train breakdowns. I, myself, cannot figure out how any of these common type problems will be handled when there is no detour available for such a limited train network. Does everything on the train line stop?

I would appreciate it if anyone in council knows to send a reply.

Sincerely,

Roger Stermann

Spectrum Scanning Services / SpectrumScanning.com

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Paparella, Stephanie

From: Tony Delville [tdelville]
Sent: May-25-16 4:49 PM
To: Office of the Mayor
Subject: RE: LRT - The time to stop it is NOW!

Thank-you for your detailed reply. I will read it more closely soon. However, I do note that you have not answered any of the questions I asked in my email. I agree we need the \$1 billion, but it should be spent in such a way that there are no, or minimal, legacy costs. The LRT does not achieve that, nor, in my opinion, is it a worthy investment given the minimal improvement over existing public transit service. The taxpayers of this city should be permitted to express their support or lack thereof of such a major project via a referendum/plebiscite. This is especially so after the disaster that is Tim Horton's field.

Thank-you again for your prompt and courteous reply.

Tony Delville

From: Office of the Mayor [mailto:mayor@hamilton.ca]
Sent: Wednesday, May 25, 2016 9:23 AM
To: 'Tony Delville'
Cc: Pearson, Maria; Collins, Chad; PaulWilson.Hamilton@gmail.com
Subject: RE: LRT - The time to stop it is NOW!

Hi Tony,

Thank you for your comments regarding the LRT. A few points, so that you have the correct information.

Council has already consistently voted for LRT in an unbroken chain of motions dating back to 2006, when Council first established a Rapid Transit Office and directed staff to undertake a Rapid Transit Feasibility Study.

After several months of research and extensive community engagement, staff came back with a strong recommendation: build light rail, integrate with community and economic development policies, start with the east-west line, and move quickly and decisively to get priority funding from the Province. Council agreed and staff began work on detailed design for the east-west B-Line and preliminary design on the north-south A-Line. The Province provided \$3 million in funding for the City to complete a required Class Environmental Assessment for the project.

Staff completed the Rapid Ready LRT Plan in early 2013 and Council unanimously approved it, submitting the plan to the Province for full capital funding of LRT. In 2014, Council voted again to reaffirm its support for the LRT plan and to start implementing the local investments needed to prepare for LRT. In early 2015, Council yet again reaffirmed its request for full capital funding for LRT, while amending its capital funding request to include an additional \$300 million in capital funding for local transit, mainly a new bus storage facility.

In May 2015, the Province confirmed full capital funding for the LRT request but not for the local transit request, noting that local transit should be funded from local revenues, plus the federal and provincial gas tax transfers. In addition, the City itself undertook very broad community engagement between 2008 and 2011 and found consistent, strong support for LRT across the city. Further, the 2015 Citizens' Jury on Transit, a group formed out of representatives selected at random from every part of the city, reviewed the case for LRT and concluded that it provides "great potential for city-building" and should be planned carefully and communicated effectively to provide the maximum overall benefit.

Unlike most of its competitor cities across Canada, Hamilton spends its federal gas tax transfer on road maintenance instead of the transit service it is supposed to be for. And our share of the provincial gas tax transfer keeps shrinking

because Hamilton's transit service levels remain stagnant while other cities keep increasing theirs.

Hamilton is also the only city in Ontario to maintain area rating for transit, a system in which different parts of the city pay different tax rates toward transit and receive service levels consistent with what they pay. Under this arrangement, for service to be increased in an area-rated community, the entire cost of the increase must be paid by local ratepayers instead of being spread across the city. We have the tools to grow local transit, but use them to catch up on the deferred roads maintenance from the 80s and 90s.

Most people, given a chance to learn about why Council adopted the goal of LRT funding back in 2008 and has pursued it ever since, will come to the obvious conclusion: that there is absolutely no sensible reason to turn down a billion dollars in capital funding from the Province for a rapid transit investment that will shape land use, develop the economy improve how Hamiltonians move around and increase the city's competitiveness for decades to come. This is the first phase of the total plan of the BLAST network that will be needed in twenty years once it is all built. If it's not built now, then when? And likely at the City's cost.

Here is the Rapid Ready Report for your perusal, which details the case and benefits for LRT.

http://www2.hamilton.ca/NR/rdonlyres/76D38C17-DC96-4C54-8E55-3A6EA1C71D73/0/Feb25EDRMS_n414203_v1_5_1_PW13014.pdf

Trusting you will find this information to be of assistance,

Laura

Laura Farr | Administrative Assistant to Mayor Fred Eisenberger
City of Hamilton | Hamilton City Hall
71 Main Street West, 2nd Floor, Hamilton, ON L8P 4Y5
Phone: 905-546-4064 | Fax: 905-546-2340

From: Tony Delville [<mailto:tdelville>]
Sent: Tuesday, May 24, 2016 5:22 PM
To: PaulWilson.Hamilton@gmail.com
Cc: Pearson, Maria; Collins, Chad; Office of the Mayor
Subject: LRT - The time to stop it is NOW!

Here's the problem, Mr. Wilson, and it's why I oppose the LRT. What will it do that buses cannot do? So it has a capacity of 130 per car. Run more buses. And where is all that capacity going to come from? What is our current ridership on that route PER HOUR of each day of the week? The LRT will have to stop at stoplights. How is this any different than buses. Will it be able to signal to traffic lights to align them? Put that technology on buses. How much time will it shave off the trip from the traffic circle to McMaster? Four minutes? Five? How in any sane universe is that worth \$1 billion?

I am decidedly not anti-development. But I want bang for my buck. This project does not deliver it. Put that billion dollars toward an accelerated Go Train station at HWY 20 and the QEW. Extend it to Fifty Road. Now there's bang for your buck. By the way, since Metrolinx is going to own the LRT, they get all the revenue. How are we going to replace the HSR revenue we now get from that busiest route they run? I'll tell you where: property tax payers, who are already being taxed out of their homes!!! And where is the money going to come from for all the property expropriations? Is Metrolinx paying for that? I've heard that they are not. Property taxes again.

This is a lose-lose proposition for Greater Hamilton. It will be great for those politicians who depend upon the construction industry for campaign contributions (and therefore a loss for Hamilton). It will be an albatross around the

property taxpayers' neck for decades to come. It will not materially improve public transit from end to end. It will close down a section of downtown Hamilton. It will destroy businesses along King St. during its construction (any offsetting subsidies will come from Hamilton property taxpayers, again). I already avoid downtown as much as I possibly can. With this disaster, especially during the construction period, I will stay in Stoney Creek or shop in Burlington and Hamilton Mountain. I suspect those areas will be very busy with Hamilton shoppers.

Tony Delville

Paparella, Stephanie

From: CAROL LAZICH [nohamiltonlrt]
Sent: August-06-16 9:11 AM
To: Office of the Mayor
Subject: Re: LRT

Good morning!

Thank you for your offer to discuss our "concerns" regarding the LRT proposal and I believe that a meeting has already been arranged for Monday at 4:15 pm?? along with Cheryl St James.

Look forward to speaking with you then

Cheers

From: Office of the Mayor <mayor@hamilton.ca>
Sent: 04 August 2016 12:24:08
To: 'nohamiltonlrt@outlook.com'
Subject: LRT

Hi Carol,

I've received some of your emails and would like to know more, such as what concerns you have and who your members are? I would like to address both and have a conversation, if we could.

Cheers,
Fred

Fred Eisenberger
Mayor
City of Hamilton
905-546-4200
@FredEisenberger

Paparella, Stephanie

From: Brian Blackburn [b-dundas]
Sent: May-20-16 12:45 PM
To: Office of the Mayor
Subject: RE: Lrt

Go to queens park and get ms. wynne to release the One billion for some of our 3rd world roads and to fix our sewers and water mains much better to use the money this way than an LRT. Brian

From: b-dundas !
To: mayor@hamilton.ca
Subject: RE: Lrt
Date: Tue, 17 May 2016 17:45:35 -0400

How can it be a better system with a km between stops and no stops between Victoria and downtown. lets have a referendum. Brian

From: mayor@hamilton.ca
To: b-dundas@hotmail.com
Subject: RE: Lrt
Date: Tue, 17 May 2016 16:59:58 +0000

Hi Brian,

Thanks for reaching out to me about this. As I have said many times, as the population ages, there will be an increased need for better transit. This is the beginning of that plan that has been studied, assessed and voted on several times over the last decade, and is about future development.

During my campaign, I stressed the importance for improved transit, including a higher order such as LRT, for all of Hamilton. The message has always been clear for me that LRT is the best option for transit and city building. It serves all of us in building on the momentum we see now. Tonight at Council we will ratify the decision to enter into a Memorandum of Agreement with Metrolynx. The Province has committed to fully funding this, and we will hold them to that promise. I've attached the BLAST network system, which is what it will look like once everything is built. This is not just one east-west line, but will become an integrated network of transit across our city.

Thank you for taking the time to share your concerns, but this is not the gamble that you fear. It will be transformative and continue to build our city further.

Cheers,
Fred
Fred Eisenberger
Mayor
City of Hamilton
905-546-4200
@FredEisenberger

Paparella, Stephanie

From: Brian Blackburn [b-dunda]
Sent: May-17-16 5:46 PM
To: Office of the Mayor
Subject: RE: Lrt

How can it be a better system with a km between stops and no stops between Victoria and downtown. lets have a referendum. Brian

From: mayor@hamilton.ca
To: b-dundas@hotmail.com
Subject: RE: Lrt
Date: Tue, 17 May 2016 16:59:58 +0000

Hi Brian,

Thanks for reaching out to me about this. As I have said many times, as the population ages, there will be an increased need for better transit. This is the beginning of that plan that has been studied, assessed and voted on several times over the last decade, and is about future development.

During my campaign, I stressed the importance for improved transit, including a higher order such as LRT, for all of Hamilton. The message has always been clear for me that LRT is the best option for transit and city building. It serves all of us in building on the momentum we see now. Tonight at Council we will ratify the decision to enter into a Memorandum of Agreement with Metrolynx. The Province has committed to fully funding this, and we will hold them to that promise. I've attached the BLAST network system, which is what it will look like once everything is built. This is not just one east-west line, but will become an integrated network of transit across our city.

Thank you for taking the time to share your concerns, but this is not the gamble that you fear. It will be transformative and continue to build our city further.

Cheers,
Fred
Fred Eisenberger
Mayor
City of Hamilton
905-546-4200
@FredEisenberger

From: b-dundas@hotmail.com [<mailto:b-dundas@hotmail.com>]
Sent: Sunday, May 15, 2016 7:55 PM
To: Office of the Mayor
Cc: b-dundas@hotmail.com
Subject: Lrt

Say no to the lrt. Brian 628 8489

Paparella, Stephanie

From: c&r [drummerlac]
Sent: May-13-16 4:19 PM
To: Office of the Mayor
Subject: Re: LRT

Mayor Eisenberger

Your reply to my letter indicates I support LRT.
 Please re-read my original letter.
 I do not support LRT, I am in favour of better wheeled bus service.
 Could you respond that you understand my original letter.

C. Neil

From: Office of the Mayor
Sent: Friday, May 13, 2016 2:53 PM
To: 'c&r'
Subject: RE: LRT

Thank you for your ongoing support of LRT in Hamilton. I would encourage you to also call your ward Councillor's Office to let them know your views. If you are unsure who your Councillor is, let me know. You can also share information about LRT with your friends and family. All the information is posted at <http://www.hamilton.ca/lrt>.

I look forward to continued community engagement on the LRT!

Cheers,
 Fred

Fred Eisenberger
 Mayor
 City of Hamilton
 905-546-4200
 @FredEisenberger

Ward	Name	Phone	Twitter
1	Aidan Johnson	(905) 546-2416	@aidan_johnson
2	Jason Farr	(905) 546-2711	@JasonFarrHamOnt
3	Matthew Green	(905) 546-2702	@MGreenWard3
4	Sam Merulla	(905) 546-4512	@Sam_Merulla
5	Chad Collins	(905) 546-2716	@Chad_Collins5
6	Tom Jackson	(905) 546-2707	
7	Donna Skelly	(905) 546-2706	@SkellyHamilton
8	Terry Whitehead	(905) 546-2712	@terrywhitehead
9	Doug Conley	(905) 546-2703	
10	Maria Pearson	(905) 546-2701	
11	Brenda Johnson	(905) 546-4513	@CouncillorB
12	Lloyd Ferguson	(905) 546-2704	@clrferguson

13 Arlene VanderBeek (905) 546-2714 [@arlenevandrbeek](mailto:arlenevandrbeek)
14 Robert Pasuta (905) 546-2705
15 Judi Partridge (905) 546-2713 [@judipartridge](mailto:judipartridge)

From: c&r [<mailto:drummerlad>]
Sent: Friday, May 13, 2016 11:45 AM
To: Office of the Mayor
Subject: LRT

Mayor Eisenberger

I am long time resident of Hamilton.
I believe that a referendum on LRT would be appropriate.
I feel that improving wheeled bus service makes a lot more sense than tracks.
Just because the Province is paying for LRT dose not mean that it is a good deal.
Pros and cons can be discussed at length and to no avail.
Maybe we could have a referendum (DEMOCRACY).

C. Neil

Paparella, Stephanie

From: Lee Fairbanks [email.leefairbank@hamilton.ca]
Sent: October-04-16 12:27 PM
To: Whitehead, Terry; Partridge, Judi; Scott Duvall; Jackson, Tom; Ferguson, Lloyd; Farr, Jason; Merulla, Sam; VanderBeek, Arlene; Collins, Chad; Pearson, Maria; Conley, Doug; Johnson, Brenda; Johnson, Aidan; Green, Matthew; Pasuta, Robert; Collins, Chad; Skelly, Donna; Office of the Mayor
Subject: Re: LRT cash not for other projects: McMeekin Spectator Oct. 4

I can only assume this misleading headline was inadvertent, and not intentional. The interview with McMeekin clearly does not support this headline.

Here's a quote from the article: "Hamilton is free to pitch a different transit project, he said."

The article goes on to explain how Brampton is doing exactly that, having already turned down LRT.

To suggest that the Liberals are incapable of changing their decision is to have forgotten these same Liberals canceled two gas plants in Mississauga in 2011 because ratepayers in that city didn't want them. And of course to try and win seats there.

Do the Liberals want to kiss off their chances of being elected here, if the majority choose not to support the proposed LRT plan? I think not, and McMeekin made it very clear that Hamilton could apply to use the money for any other transit-related plan.

It is quite amazing to see the vitriol from people who think they know what's best. And the spurious reasoning to support their case.

Margaret Shkimba blithely dismisses opposition by business people, many of whom will lose their business during construction, plus those who may be expropriated. People she refers to as "narrow-minded and mean-spirited" and "afraid of change".

Strangely she goes on to undermine her support by pointing out that neither the A for B-Line are good options, describing the B-Line as "a scathingly terrible idea" and "incredibly short-sighted" and the A-line as "a damn shame."

With support like this, who needs detractors. She goes on to note a Facebook poll she took in which people showed no interest in taking transit, then miraculously suggests that these same people will flock to the LRT. Because everyone wants to take a 10-minute ride on a train, but no one wants to take a 12-minute bus ride, regardless of the fact that they go to exactly the same places.

Many supporters of LRT just want us to take the money, as if it comes from some mysterious free source of cash. It's not free, it comes from us. One billion dollars of our money - yes we the taxpayers of Hamilton pay taxes to the Province, it's our money - is a lot to waste.

Here's to the councillors who are displaying sober second thought in light of the full picture and questioning whether that money could be better spent. If we had had more courage on council a few years ago perhaps enough of them would have stood up to the bullying by the Hamilton Tiger-Cats and we would have had a new stadium on the waterfront where it belongs.

Don't give up the fight for intelligent solutions.

Lee Fairbanks

LEAFBANK

[email:leefairbank@hamilton.ca](mailto:leefairbank@hamilton.ca)

8.1.999

Paparella, Stephanie

From: Rae Roe [raeroe]
Sent: August-08-16 9:28 AM
To: Office of the Mayor
Subject: Re: LRT--idea

Thanks Fred.

Good article in KW Record about LRT. <http://www.therecord.com/news-story/6798960-lrt-progress-by-the-numbers/>

Have a look in the spec today about LRT. Good points---- from M.J. Corrado---see below.

Would you buy shares in LRT?

RE: LRT

Some questions about Hamilton LRT:

Where are the actual growth nodes located along the LRT route and how many net-developable acres are there, excluding any lands located in the core, as these lands have generous financial stimuli and incentives offered by the City?

Has the cost to acquire properties along the route been determined? What is the plan for dealing with the landowners unwilling to sell their properties? What is the plan for the handling of any class-action lawsuits that may arise from the businesses adversely affected?

How was the "estimated" \$1-billion price determined? What happens if the "estimated" price comes in at \$1.4 billion or even \$2.5? What are the projected annual operating costs for the LRT — has this been calculated? Has a detailed study been undertaken to prove ridership will increase? If more people ride the LRT, will it be enough of an increase to justify the immense cost? Can the \$1 billion be reallocated to other infrastructure projects?

How do the LRT tracks affect bicycles along the route? How will Main Street and King Street's well-documented synchronized light system be affected. With the onset of electric and self-driving cars and buses, will the LRT be obsolete by the time it is completed?

If the LRT was a stock offering, would investors buy it, based on the information that is available to date?

Would a referendum be supported, but only after all the questions are answered?

M.J. Corrado, Ancaster

On 2016-08-08, 9:06 AM, "Office of the Mayor" <mayor@hamilton.ca> wrote:

Hi Rae,

Council asked after all of the reports and Metrolynx's own benefits case analysis for the Province to fund phase 1 of the Rapid Ready plan. We are unable to reallocate the funding. If Council decides at this point that Hamilton needs something different – which over the last almost 11 years it has not – Hamilton will go to the end of the line for Provincial funding, as Milton is learning. That money would then likely go to Kitchener/Waterloo, Ottawa or Toronto.

Also, Council cannot meet in camera unless the topic meets the conditions under the Municipal Act for a closed-door session. What you suggest would not meet that requirement.

Again, this is something we asked the Province for.

Regarding electric buses – Whistler found the maintenance to be much more than anticipated, and part of that was due to their topography. While I agree with you that as new technology comes forward it bears looking at, it needs to be proven to work in our climate and for our city. We have not seen that yet from an electric-battery operated bus.

Hopefully I've answered your questions.

Cheers,
Fred

Fred Eisenberger
Mayor
City of Hamilton
905-546-4200
@FredEisenberger

From: Rae Roe [<mailto:raero>]]
Sent: Saturday, August 06, 2016 6:15 AM
To: Office of the Mayor
Subject: Re: LRT--idea

Hi Fred

Sounds like you and I are debating this all over again.

I think I'm trying to give you a different view or new set of eyes..council and staff are too wound up in this. Time to relax and review.

First you have a billion \$\$, Windsor didn't. Electric buses are and should be a lot cheaper to maintain than anything else. Longer warranties (12 years) as I read. Plus each year it'll get cheaper as does electronics i.e. Computers and TV etc do.

You can service the total transit system...instead of just a part of it.

When council first got into this it was a different landscape....today things change day by day....don't think you have the experts on staff that can give you the right answers.

You need to bring in the manufactures of Electric Buses...bring a bus and have a **CLOSE DOOR** meeting with council and staff..to show you all the costs etc. **No Press at this meeting.**
Have the companies do a separate presentation for media after.

You send each company a map of routes and total # of buses today...so they know the issues before they come. They can give you new numbers down to the penny.

After the meeting for say Wed to Sunday hold a public meeting at First Ontario /Ancaster Fair Grounds in doors show both LRT an Hybrid/EV Buses....plus hand outs showing cost to operate both.

Also show both ways down Main and King...and King only LRT. Manufacturers and city have people on site to answer questions

Have an area for people to sit and leave comments..have place to leave voice recordings (staff or media can record these) and written comments...

Now you just had a public showing and Council and staff have up to date figures and ideas to consider....

But put that a side for one moment....

Why use both King and Main? You keep the LRT or Hybrid or Electric buses on the curb lane for loading passengers....

also use same lane as bike lane and for Cabs....as I explained before.

A lot Safer and less legal liability for the city.

Traffic follow is faster and you still have parking available.

No real down time to get EV buses and Hybrid Buses up and running.

Less in construction costs.

Remove large trucks off those streets to Truck Routes....Use Hybrid buses (natural gas and electric) to go up and down the mountain.

EV Buses can be charged at the lowest rate 12am to 6am. You save 100's of millions \$\$ over the years ahead. Ontario offers reduced rate 12-6am charging for EV'S.

EV are cheaper to maintain ask any car dealer selling EV cars....for one thing no oil needed...

Problems with the city plan

1. Every time you load and unload passengers all traffic has to stop..just look at Toronto for street cars. Slower traffic.
2. Anytime a LRT brakes down or there are other emergencies you have to go back top buses till fixed...whole line is down. **More labor costs etc.**
3. During hot and cold seasons you have track issues..look at GO this week...and trains going North in Winter (wheel adjustment in cold weather) etc.
4. LRT has to use electricity at **Peak and Mid Peak** hours, **HUGE** costs to run LRT!.....EV doesn't....
5. snow removal cost will increase with LRT.

Sorry I went on a little ...but I think as above following this plan will allow Council and the public a chance to see all the alternatives. And you can set this up very fast. Just get a date that you can book either place in Hamilton or Ancaster...if you use Ancaster maybe the EV & Hybrid Bus companies can have their buses used to move people from downtown Hamilton to Ancaster.

Thanks for listening Fred

Rae

On 2016-08-05, 4:07 PM, "Office of the Mayor" <mayor@hamilton.ca> wrote:

Hi Rae,

The current plan has the LRT vehicles in the middle lanes, with traffic lanes surrounding, with the exception of the short stretch through the International Village. Is that what you mean?

Cheers,
Fred

Fred Eisenberger
Mayor
City of Hamilton
905-546-4200
@FredEisenberger

From: Rae Roe [<mailto:raer>]
Sent: Thursday, August 04, 2016 12:44 PM
To: Office of the Mayor
Subject: Re: LRT-idea

Thanks Fred

This is information the general public don't know or hear about. You should have this put in all the Hydro bills or Water bills so the tax payer knows all the reasons council is doing what it's doing.

That said...I have an idea for you to look at, If you look at the China system..you see a road beside thee Bus area with traffic. Why not 1 lane down the curb side of Main and same on King.

This lane can also be for Cabs, Darts and bikes as well as LRT/Buses. Every so often you put in areas like you have now for parking, so Cabs, Darts and bikes can pull in

when an LRT comes along.

Take all trucks off King and Main (only delivery trucks allowed between certain hours outside of rush hours). Have new truck routes put in place.

Keeps traffic flowing and sure some areas might not have store front parking, but I think that would be only in a few areas.

On 2016-08-04, 11:34 AM, "Office of the Mayor" <mayor@hamilton.ca> wrote:
Hi Rae,

Currently, electrically powered buses are not the most cost effective option, especially given Hamilton's topography. Windsor recently cancelled a pilot after the buses came back at over a million per vehicle, and Whistler ended their pilot due to ongoing maintenance costs that were far above the costs allotted. Hydro rates are also going up again this fall.

Paparella, Stephanie

From: Harold Schulz [harold.schulz]
Sent: May-16-16 8:08 AM
To: Johnson, Aidan; VanderBeek, Arlene; Johnson, Brenda; Collins, Chad; Skelly, Donna; Conley, Doug; Office of the Mayor; Farr, Jason; Partridge, Judi; Ferguson, Lloyd; Pearson, Maria; Matthew Green; Pasuta, Robert; Merulla, Sam; Whitehead, Terry; Jackson, Tom
Subject: Referendum on \$1,000,000,000 LRT White Elephant

Dear Mayor and Councillors:

I commend Councillors Collins, Whitehead and Jackson on giving the taxpayers of Hamilton hope that they will be able to give us a say in the **\$1,000,000,000** waste of money that will be the "local downtown economy destroying, downtown avoiding at all costs" boondoggle called the LRT.

One simple question: If I live in Dundas or Ancaster, where am I to park my car to hop on the LRT at Mac? Give me an answer to that one.

I am more than willing to have council spend \$1,000,000 on a referendum rather than have **\$1,000,000,000** spent on something that is a waste of money and resources.

I would even take a 75% haircut from the province and use the remaining \$250 million for other infrastructure requirements - have you recently driven along Main Street from Dundas past McMaster. What an absolute disgrace that our roads are in this kind of condition.

Do the right thing and let the people decide.

I hope you look at all the zeroes in this email, I did that on purpose - I think sometimes our elected officials do not realize the kind of dollars they are dealing with.

Thank you

--

Harold Schulz
Ancaster, ON

A time comes when silence is betrayal - Martin Luther King Jr.

Paparella, Stephanie

From: Harold Schulz [harold.schulz@cityofhamilton.ca]
Sent: May-17-16 3:42 PM
To: Office of the Mayor
Subject: Re: Referendum on \$1,000,000,000 LRT White Elephant

Mayor Fred:

I beg to differ that this has been voted on. I have yet to have had a say on this and neither have the other 500,000 Hamiltonians.

If you are so convinced that this is what Hamiltonians want then why not have a referendum?

Hs

On Tue, May 17, 2016 at 12:59 PM, Office of the Mayor <mayor@hamilton.ca> wrote:

Hi Harold,

Thanks for reaching out to me about this. As I have said many times, as the population ages, there will be an increased need for better transit. This is the beginning of that plan that has been studied, assessed and voted on several times over the last decade, and is about future development.

During my campaign, I stressed the importance for improved transit, including a higher order such as LRT, for all of Hamilton. The message has always been clear for me that LRT is the best option for transit and city building. It serves all of us in building on the momentum we see now. Tonight at Council we will ratify the decision to enter into a Memorandum of Agreement with Metrolynx. The Province has committed to fully funding this, and we will hold them to that promise. I've attached the BLAST network system, which is what it will look like once everything is built. This is not just one east-west line, but will become an integrated network of transit across our city.

Thank you for taking the time to share your concerns, but this is not the gamble that you fear. It will be transformative and continue to build our city further.

Cheers,

Fred

Fred Eisenberger
Mayor
City of Hamilton
[905-546-4200](tel:905-546-4200)
@FredEisenberger

From: Harold Schulz [mailto:harold.schulz]

Sent: Monday, May 16, 2016 8:08 AM

To: Johnson, Aidan; VanderBeek, Arlene; Johnson, Brenda; Collins, Chad; Skelly, Donna; Conley, Doug; Office of the Mayor; Farr, Jason; Partridge, Judi; Ferguson, Lloyd; Pearson, Maria; Matthew Green; Pasuta, Robert; Merulla, Sam; Whitehead, Terry; Jackson, Tom

Subject: Referendum on \$1,000,000,000 LRT White Elephant

Dear Mayor and Councillors:

I commend Councillors Collins, Whitehead and Jackson on giving the taxpayers of Hamilton hope that they will be able to give us a say in the **\$1,000,000,000** waste of money that will be the "local downtown economy destroying, downtown avoiding at all costs" boondoggle called the LRT.

One simple question: If I live in Dundas or Ancaster, where am I to park my car to hop on the LRT at Mac? Give me an answer to that one.

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I would even take a 75% haircut from the province and use the remaining \$250 million for other infrastructure requirements - have you recently driven along Main Street from Dundas past McMaster. What an absolute disgrace that our roads are in this kind of condition.

Do the right thing and let the people decide.

I hope you look at all the zeroes in this email, I did that on purpose - I think sometimes our elected officials do not realize the kind of dollars they are dealing with.

Paparella, Stephanie

From: GHS - Global Home Savers [info]
Sent: August-25-16 7:25 PM
To: Office of the Mayor
Subject: RE: Underground tunnelling complete on Eglinton Crosstown LRT

I believe the province paid for the system in the sample below

that is my point

also, my belief that a surface LRT would do more harm than good ---

regards

On 25/08/2016 03:36 PM, Office of the Mayor wrote:

Hi Peter,

Thank you for reaching out to the Mayor. He asked that I respond to your email.

While an underground system has been brought up in the past, most recently in the 1970s, it has been proven to be exorbitantly costly. Council has already consistently voted for LRT in an unbroken chain of motions dating back to 2006, when Council first established a Rapid Transit Office and directed staff to undertake a Rapid Transit Feasibility Study.

After several months of research and extensive community engagement, staff came back with a strong recommendation: *build light rail, integrate with community and economic development policies, start with the east-west line, and move quickly and decisively to get priority funding from the Province.* Council agreed and staff began work on detailed design for the east-west B-Line and preliminary design on the north-south A-Line. The Province provided \$3 million in funding for the City to complete a required Class Environmental Assessment for the project.

Staff completed the Rapid Ready LRT Plan in early 2013 and Council unanimously approved it, submitting the plan to the Province for full capital funding of LRT. In 2014, Council voted again to reaffirm its support for the LRT plan and to start *implementing the local investments needed to prepare for LRT.* In early 2015, Council yet again reaffirmed its request for full capital funding for LRT, while amending its capital funding request to include an additional \$300 million in capital funding for local transit, mainly a new bus storage facility.

In May 2015, the Province confirmed full capital funding for the LRT request but not for the local transit

The Province has clearly stated that if Council rejects the LRT plan, the \$1 billion will be released back into the Metrolinx GTHA Rapid Transit fund to be spent on the next priority projects awaiting funding.

To be sure, we could conceivably develop a new rapid transit plan and submit it to the Province for funding consideration. However, it takes *years* to develop a rapid transit plan to the point where it's ready for the Province to evaluate it.

The multi-billion dollar Eglinton Crosstown light-rail transit line in Toronto is one step closer to completion.

The province announced on Wednesday the underground tunneling for the eastern portion of the rail line from Brentcliffe Road to Yonge Street is finished.

The \$5.3 billion Crosstown, which is expected to be operational in the fall of 2021, will consist of 25 stations and stops, linking to bus routes, three subway stations and GO Transit lines

The Metrolinx project includes a 19-kilometre transit corridor, including a 10-kilometre underground portion.

The province says the Crosstown is expected to carry approximately 5,500 passengers per hour during peak travel times by 2031.

--

Peter Zyt

I work with Individuals to get them a nice return on their money.

Just for working with me.

Real Estate Entrepreneur and Professional Investor

(GHS) Global Home Savers

Suite 3 - 132, 3350 Fairview Street,

Burlington, Ontario, Canada. L7N 3L5

info@globalhomesavers.com

www.globalhomesavers.com

www.ghsrenttoown.com

Paparella, Stephanie

From: Chris Allaby [dallaby@...]
Sent: September-06-16 6:25 PM
To: Office of the Mayor
Cc: Skelly, Donna
Subject: Re-think Lite RT

Dear Mr. Mayor: As a citizen who voted for you since you claimed to be in favor of LRT and yet willing to have a free and open vote process on it, I think you have been disingenuous surrounding some of the facts of funding and study results and have decided to push it to the point of having blinders to anything else. To take forty business locations away and infringe on the partial properties of some 200 others is NOT growing the city. To tear up King Street for 3 years is NOT growing the city. The downtown is and has been experiencing renewal unlike anything we have seen recently - this project will NOT help that.

But most importantly, and you know this, is that LRT will NOT improve, but will set back transit, for the people who use it, myself included. Heaven knows how many months of construction grief only to have a reduced roadway and a train running from nowhere to nowhere.

The biggest way to grow the city and the downtown, is to create access to the downtown from the mountain. Grab hold of a real practical vision of incline railways that could transport cyclists and pedestrians up and down the barrier of the escarpment with ease. To reiterate, I favor improved transit throughout the city and making transportation safe for a mix of pedestrians, vehicles, cyclists etc but strongly oppose your coercion of councilors to back a half-baked idea which is *ideologically* sound but *practically* useless.

Sincerely, Chris Allaby, Hamilton

Paparella, Stephanie

From: Gerry Taylor [gerryandberta@rogers.com]
Sent: September-30-16 2:51 PM
To: Office of the Mayor
Cc: Jackson, Tom; Collins, Chad; letters@thespec.com
Subject: Spec article: Eisenberger takes on LRT critics

I just thought I would voice my opinion on this article, and it includes many other major issues that have happened and are happening in our city. I think that we as voters are forgotten that we have chosen you to voice "our" opinions whether it be in municipal, provincial or federal governments. Major decisions are made, and many of us citizens do not get the opportunity to vote on them. The fact that in this particular case, Chad Collins has suggested that "we – the voters" should get a say by the way of a referendum is not foolish as you Mr. Eisenberger, have stated. As I am sure you can understand, this response is definitely "your" opinion, and having a referendum is Mr. Collins' opinion. This I was led to believe is a democratic way of expressing opinions. All elected officials are elected to voice the opinions of all of us, and clearly you are also one of us and probably would like your say in provincial and federal issues. This LRT is a major decision that should be allowed to be chosen by the whole community, not just the few that represent us here in Hamilton, or in the Provincial cabinet. Please allow your city to express their wishes in this matter.

Gerry Taylor

1000 Appleton Ave
Hamilton, Ontario
L8N 2K2

email: gerryandberta@rogers.com



This email has been checked for viruses by Avast antivirus software.
www.avast.com

Paparella, Stephanie

From: Daniel Goodwin [nwgoodwic
Sent: June-01-16 1:23 PM
To: premier@ontario.ca
Cc: Office of the Mayor; Farr, Jason; Merulla, Sam; Whitehead, Terry; Skelly, Donna; Ferguson, Lloyd; ahorwath-qp@ndp.on.ca
Subject: Tax Savings for Ontario

Dear Miss Wynne

I am writing in regards to a savings for the taxpayers of Ontario, and practically the tax payers of Hamilton. I have included in this email two pictures to show you and the government of Ontario why the city of Hamilton is not ready for LRT and a grant for 1 Billion dollars of our taxes.

The two pictures were taking by me after Hamilton's last snow fall of our just past winter. The pictures are from bus stops on the A line and the James Street access. This is the most traveled street for Hamilton buses because it accesses most streets on the Mountain.

Our cities bylaw for snow removal from city sidewalks is the responsibility of the property or homeowners that have a sidewalk in front of their home or business. As you can see that at the bus stop the city is not abiding by the bylaw. This leads me to believe that if the city of Hamilton cannot look after its existing services. How are they going to deal with a "1-Billion-dollar LRT service"? My belief is the tax payers of the province of Ontario and the city of Hamilton desire better than second class service for the price tag of an LRT for Hamilton.

I hope this sheds some light on the issue and please reconsider the expense of this project.

Sincerely

Daniel Goodwin

Hamilton Ontario.

Sent from [Mail](#) for Windows 10

Paparella, Stephanie

From: Daniel Goodwin [nwgoodwin@...]
Sent: June-01-16 1:46 PM
To: premier@ontario.ca
Cc: ahorwath-qp@ndp.on.ca; Skelly, Donna; Farr, Jason; Office of the Mayor; Merulla, Sam; Whitehead, Terry; Ferguson, Lloyd
Subject: Tax savings

Dear Miss Wynne

Please excuse my error. The last email I sent did not include the pictures. I will add them to this email.

Thank you

Sincerely

Daniel Goodwin

Hamilton Ont.





Dear Miss Wynne

I am writing in regards to a savings for the taxpayers of Ontario, and practically the tax payers of Hamilton. I have included in this email two pictures to show you and the government of Ontario why the city of Hamilton is not ready for LRT and a grant for 1 Billion dollars of our taxes.

The two pictures were taking by me after Hamilton's last snow fall of our just past winter. The pictures are from bus stops on the A line and the James Street access. This is the most traveled street for Hamilton buses because it accesses most streets on the Mountain.

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I hope this sheds some light on the issue and please reconsider the expense of this project.

Paparella, Stephanie

From: Daniel Goodwin [nwgoodwic]
Sent: June-09-16 1:50 PM
To: Office of the Mayor; Farr, Jason; Johnson, Aidan
Cc: Skelly, Donna; Merulla, Sam; Whitehead, Terry; Ferguson, Lloyd; Jackson, Tom; Collins, Chad; Green, Matthew; Conley, Doug; Pearson, Maria; Johnson, Brenda; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi
Subject: Spectator Article

Dear Councilor Johnson

I truly enjoyed the article you placed in the Thursday June the 9th Spectator. From what I'm reading you have quite a crystal ball and you also believe in the tooth fairy. You state in the article that Hamilton is receiving 1 Billion in free money from the Provincial Government. Mr. Johnson there is nothing free about this money. Number 1 if you live and work in Ontario you pay provincial Taxes, (at least I do). So we are paying for this Free money. Secondly after the Provincial government so graciously gives Hamilton this 1-Billion-dollar gift. I would really like to know WHO will be paying for the yearly expenses for up keep, any and all improvement, plus general maintenance? To me I see our taxes increasing because of these expenses. So Mr. Johnson Hamilton taxpayers are on the hook. I ask, has this been considered?

I have sent an email to Premier Wynne letting her know that Hamilton really is not ready for the new LRT. After all Hamilton cannot look after what we already have. The city will clear bicycle lanes before clearing city sidewalks and bus stops. What happens when we get the new LRT. How will the city look after it? It's not that the city doesn't need rapid transit it's the fact that I find it hard to believe it will be maintained properly.

Also in response to your comments regarding moving people quickly along the proposed LRT route this is a misconception of you and your council members. Let's look at this realistically. We have a central bus station in the busy section of our downtown. The city wants to add even more congestion to this area. There are ten bus routes leaving McNab center onto the same proposed streets of the LRT. On these streets there is also the B line buses, the King line buses, any bus route that begins with the number 5. (A,C,E,51.) These are just the routes that travel the King and Main Streets. What about the 10 bus routes that are converging on the McNab Street Station. Now then add in all the Go Bus traffic, Main street is also a major Truck route, you haven't even added the Emergency vehicles, plus all the new traffic from the new condos, hotels, and Entertainment centers, which city council has promoted. Do you really expect all these people will be using the rapid transit route?

If Hamilton city council is truly in belief of LRT lets reconsider a better solution and expand your mind set. You want to bring more people traffic to McMaster from outside the city. You want to bring them to the GO station. Why would you want to take these people from there? Why not just change train service at these stations and merge our LRT with already existing station? Build our LRT route alongside the already existing train tracks? Why create even more congestion in the downtown area? Why not use existing service areas that would reduce costs, not effect downtown business, and truly make this a rapid transit route.

As a Hamilton tax payer I would like to see this city council revisit the LRT project and consider the issues I have brought forth.

Thank you
Daniel Goodwin

Hamilton

Paparella, Stephanie

From: Theodore Sares [theodore.sares]
Sent: September-03-16 7:57 AM
To: Office of the Mayor; Johnson, Aidan; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi
Cc: CAROL LAZICH; leathers157@gmail.com; jp_susie_pacheco_miszuk@timzone.com; gthompson@thompsonpawnbroker.com; tthompson@thompsonpawnbroker.com; vincent@vincentformosi.com; marya-z@denningers.com; arizzuto@sympatico.ca; jagtar@hamiltoncab.com; willy19412000@yahoo.com; carolynn@abbest.ca; jenn.abbest@gmail.com; bigntall@sympatico.ca; tlaz43@hotmail.com; kattyelovich@hotmail.com; gary@burdinscomics.com; moishemorgenstern@gmail.com; hottibiscotti08@gmail.com; brianmiller@bellnet.ca; r_clik@hotmail.com; Revolving_Closet@hotmail.com; robinmckee3@gmail.com; Richardwhiggins@gmail.com; allan.fraser2@gmail.com; jennifermavrinac@hotmail.com
Subject: there is still time to say NO to the Hamilton LRT

Dear Mr Mayor, City Councillors,

I am writing to you as a concerned citizen about the proposed Hamilton LRT project.

We are being told that this project is necessary because it will solve problems with traffic congestion, reduce emissions of pollution, and most of all create a great economy for the city.

However there are many problems with these ideas and there are still so many unanswered questions, that I seriously think you should pause and reconsider and consider not moving forward with this plan.

First of all there is no problem with traffic congestion in Hamilton, I live near the intersection of King and Wellington Sts and the only congestion there is because of how they tried to make the traffic slow down before going through the downtown. Also as we all know Main St never has problems with traffic congestion. This project is going to create more congestion, not less congestion!

Secondly all of the claims that the project will generate a lot of money for the city are based on assumptions and studies that have frequently been shown to be false. One of your colleagues, Mr Whitehead, has produced a very good report that shows many of the problems with assumptions and also with other LRT systems in other places. Also there will be enormous blow to businesses that are on King St during the construction of this project.

I ask you, Mr Mayor and councillors, how can you support a project for “economic reasons” that will actually destroy the economic livelihood of so many businesses right downtown??

I hope you will consider my letter and also the words of some of your colleagues, in addition to Mr Whitehead, Mrs Skelly is a strong champion for taking a hard look at this project and it’s “promises”.

It is not fair to our friends who have worked so hard to create businesses in the downtown to turn around and say, “We don’t care about you and your hard work, this project is necessary”, they have all done so much for our city. We need to do much more to figure out the impacts on business owners and to make sure that we aren’t hurting them.

Also there are many other issues which have not been resolved like safety, where trains will be stored, the fact that we have an escarpment and how that will effect the A line plan, how access for emergency vehicles

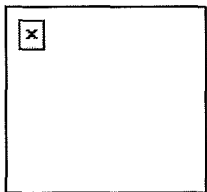
(ambulances etc.) will work with the train line. Not to mention why it is going on King St instead of Main St when the reasons for Main St are so much better. The list goes on.

Please do the right thing and put a stop to this project before it is too late, a billion dollars is a lot of money but it could be used for other things. Maybe BRT or maybe other infrastructure issues, our roads are a disaster and they are not getting any better.

I sincerely hope you will take another look at this plan and vote against it in the fall when you have a chance to step up for Hamilton, I know I am not alone with my concerns there are many, many other people who are very worried too.

Sincerely,

Theodore Sares
No Hamilton LRT / @nohamiltonlrt



Paparella, Stephanie

From: Renwick, William [renwick]
Sent: September-14-16 9:31 AM
To: Johnson, Aidan; Office of the Mayor; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry
Cc: Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi

Dear Mayor and counsellors:

I write concerning the plans for the LRT in Hamilton. I do not support the proposal. My reasons are as follows:

If the LRT is significantly faster than a bus it must make fewer stops, which is inconvenient for those who wish to be delivered close to their destinations. Only those who are making the trip from one end of town to the other will benefit. Likewise, it will block the traffic flow (vehicles and pedestrians) as it crosses various intersections.

If the LRT is intended to go at the same rate as a bus, then there is no real advantage; indeed the fewer stops make it a disadvantage.

Beyond these basics:

The cost does not warrant the project.

The disruption to bus and car traffic in the short and long term will negatively affect prosperity of the downtown.

I would suggest that city council consider moving instead to electrically powered busses, which are cheaper, more efficient and more flexible to the changing needs of the city.

Sincerely yours,

William Renwick
Professor of Music
School of the Arts, McMaster University
<http://hmcwordpress.mcmaster.ca/renwick/profile/>

Paparella, Stephanie

From: Ignacy Glowacki [ignacyglarz@...]
Sent: October-07-16 11:50 AM
To: Office of the Mayor

Thank You so much for increses Hospital Parking and bus tickets it really help for seniors in Hamilton what happended wit McQuinty health Tax that tax has to improwe health system?Why we are neded LRT in Hamilton for bilion dollars Iam in Hamilton 30 years I never heard from a well each year deficit you have to raise taxes.Have nice I think about LRT it is a sick idea.I.G

Paparella, Stephanie

From: estav [estav@
Sent: June-16-16 2:03 PM
To: Johnson, Aidan
Cc: Office of the Mayor; Farr, Jason; Green, Matthew; Merulla, Sam; Collins, Chad; Jackson, Tom; Skelly, Donna; Whitehead, Terry; Conley, Doug; Pearson, Maria; Johnson, Brenda; Ferguson, Lloyd; VanderBeek, Arlene; Pasuta, Robert; Partridge, Judi; estav@cogeco.ca
Subject: Why Hamilton Needs LRT
Attachments: AidanJohnson16June2015.pdf

16 June 2016

TO:
 Councillor Aidan Johnson - aidan.johnson@hamilton.ca

COPY:

Fred Eisenberger - mayor@hamilton.ca
 Jason Farr - jason.farr@hamilton.ca
 Matthew Green - matthew.green@hamilton.ca
 Sam Merulla - sam.merulla@hamilton.ca
 Chad Collins - chad.collins@hamilton.ca
 Tom Jackson - tom.jackson@hamilton.ca
 Donna Skelly - donna.skelly@hamilton.ca
 Terry Whitehead - terry.whitehead@hamilton.ca
 Doug Conley - doug.conley@hamilton.ca
 Maria Pearson - maria.pearson@hamilton.ca
 Brenda Johnson - brenda.johnson@hamilton.ca
 Lloyd Ferguson - lloyd.ferguson@hamilton.ca
 Arlene Vanderbeek - arlene.vanderbeek@hamilton.ca
 Robert Pasuta - robert.pasuta@hamilton.ca
 Judi Partridge - judi.partridge@hamilton.ca

FROM:

Ernest Stavnitzky
 96 Cline Avenue North
 Hamilton Ontario L8S3Z6 estav@

Dear Councillor Aidan Johnson

In your Hamilton Spectator article of 9 June 2016
“Why Hamilton Needs to Say Yes to LRT”
 there are many questions that you have left unanswered
 and many new questions that now need to be addressed.
 The attachment gives details.
 Thank you
 Ernest Stavnitzky

Paparella, Stephanie

From: Marguerite Spicuzza-Page [margueritespicuzza@...]
Sent: June-20-16 8:35 AM
To: Johnson, Aidan
Cc: Pearson, Maria; Office of the Mayor
Subject: Why Hamiltonians need to say yes to the LRT

Dear Mr. Johnson,

While the proposed Phase 1 LRT will permit West Hamiltonians to travel east with ease, I cannot say that those of us who live in Stoney Creek and surrounding areas will have a similar advantage travelling west.

In your article, you failed to mention that the LRT will end at the Queenston Traffic Circle, quite a distance from Centennial Parkway and Ward 10. As well, the photo attachment which clearly identifies the LRT's destination as Eastgate is misleading. Bring the LRT to Eastgate at Centennial, the gateway to the city of Hamilton and you will gain much needed support for the LRT.

I support and share your enthusiasm for light rail transit. As I approach my senior years, to rely less on my car and more on one accessible, reliable, attractive, fast and smooth means of transportation like the LRT is a dream come true. I just hope I will not be forced to move to Ward 1 in order to achieve this dream.

Thank you,

Marguerite Spicuzza-Page
Sent from my iPad

Paparella, Stephanie

Subject: FW: Logo-Motion poster in support of LRT

From: Crawford, G.
Sent: Tuesday, October 18, 2016 5:09 AM
To: Eisenberger, Fred
Cc: Farr, Jason
Subject: Logo-Motion poster in support of LRT

Dear Mayor Eisenberger,

I'm attaching a copy (low resolution) of the Logo-Motion poster that I have developed that features the logos of 300 local businesses and organizations that have expressed their support for LRT in Hamilton. I have also copied my own Councillor, Jason Farr, on this email.

I would very much appreciate it if you would be kind enough to ensure that this poster is shared with Clerks as part of any packages that will be distributed to Council.

Thank you,
Graham Crawford
ie
Hamilton

WE SUPPORT LE



From: Jason Allen
Sent: October-11-16 11:07 AM
To: Johnson, Aidan; clerk@hamilton.ca
Subject: LRT

Aidan,

I am writing for what seems the hundredth time to express my support for LRT prior to the vote on October 25th.

LRT will be a transformative project for this city. With the right zoning in place, it will lead to increased development downtown, better density (which results in a higher ROI for city services), and begin the process of rebalancing city taxes off the backs of homeowners. The upgrades to infrastructure alone justify taking \$1,000,000,000.00 investment in the city, freeing up valuable public works dollars for other priorities.

Similarly, it is well known the world over that LRT systems get people out of their cars, in a way buses and BRT systems don't. The highly predictable (and thoroughly studied) result will be less vehicle congestion, and greater public health outcomes as people choose a safe, reliable, comfortable alternative to their cars. Between the obesity epidemic in North America, and the staggering number of work days in this city lost to air quality issues each year, these benefits will not only transform the lives of individuals for the better, but have a ripple effect on economic productivity that will benefit all Hamiltonians, regardless of whether they live on the LRT route or not.

Finally, the environmental benefits of LRT can not be overstated. Whether it's the protection of greenbelt lands from developers who choose instead to build high-density residences along the route (protecting vital natural areas, farmlands and watersheds), the drop in GHG emissions from fewer cars on the road, or the fact that the LRT will be powered by electricity in one of the cleanest energy provinces in Canada, the ecological benefits are enormous.

The anti-LRT vote has at its ugly core, and element of class-ism pure and simple. The notion that the perceived 'hippies, hobos and students' who ride public transit do not deserve the same access to quick, comfortable transportation as people who drive. Leaving behind the fact that many transit riders use the system to go to work, and the simple fact that if they're living in Hamilton that transit riders are paying the property taxes (either directly or through their rent) that fund the road system, it's an us-vs-them argument that psychologically divides our already physically divided city. That type of argument has no place in public discourse in the city I love.

In short, I would urge you, and all of your colleagues to support the LRT project - as it is currently envisioned, and has been voted on and approved countless times - to the fullest.

Please ensure my comments are entered into record at the appropriate council meeting on the 25th.

Warmest Regards,
Jason Allen



Dear Mayor Eisenberger and City of Hamilton Councilors,

We are the Gibson and Landsdale Area (GALA) Community Planning Team, a small but growing group of residents supported by the Hamilton Community Foundation to help residents and community stakeholders identify and plan their community priorities.

In June, the GALA Community Planning Team agreed to write and send a letter of support for Light Rail Transit (LRT), as proposed by Metrolinx and the City of Hamilton's planning staff. Our understanding is that there have been 63 city council votes in favor of LRT over nearly a decade, and so we are urging our city council to endorse and proceed with what we believe to be a key stratagem for Hamilton's future.

We believe that this transit option is environmentally sound and economically viable, based on the City's 2008 two-phase feasibility study and 2010 Metrolinx Rapid Transit Benefits Case Analysis. We believe that the LRT will lead to the development of key assets in GALA and help to spur development along GALA's main corridors, such as Main, King, and Barton Street, which have buildings that are either vacant or underused.

Beyond paying economic dividends as Hamilton grows, investment in Light Rail Transit will bring other benefits to the Gibson and Landsdale neighborhoods, such as rapid, reliable, accessible and emission-free transit for our diverse population. We would be proud to have such modern and desirable public transit mobilizing our neighborhoods.

GALA's community planning team stands in solidarity with the other Ward 3 hubs, Crown Point and Sherman Hub, which have each offered letters of support for Light Rail Transit. We support Mayor Fred Eisenberger, and our Ward 3 Councilor Matthew Green, who have been unwavering in their commitment to LRT.

Yours Truly,

The Gibson and Landsdale Area Community Planning Team

8.1.1013

From: Stinson Creative Lab
Sent: October-11-16 12:42 PM
To: clerk@hamilton.ca
Cc: Farr, Jason
Subject: A Pro LRT Message from the Stinson Creative Lab Group

Greetings, Council and Staff of the City of Hamilton,

I hope this email finds you well. My name is Lee, and I am part of an arts-based, community-building collective called the Stinson Creative Lab. We are a fledgling group, spun off from our activities as community builders in the Stinson neighbourhood, but with an aim to sharing our knowledge and experience with other neighbourhoods and hub groups around the city.

However, I am not writing to you to announce our group. I am instead writing to you on the subject of Light Rail Transit in Hamilton. This is an important initiative that Metrolinx and the Province are undertaking for us; part of perhaps the most ambitious project that they are currently empowered to enact. Almost certainly the biggest change in Ontario since the Harris Administration (and amalgamation), and definitely the most progressive and hopeful provincial project I've seen in my lifetime. It stands to benefit millions of future Ontarians of all classes. We've seen an estimated population increase of over 1.1 million people in Ontario in the last ten years alone, and estimates for the next ten years show that we stand to see a boom of another 2.5 million people. Hamilton's population will be affected by this growth, approximately doubling our roughly 500,000 population by 2030. These are numbers every councillor knows or should know by now.

The same can be said for the \$3 million road deficit we are faced with, which will only get higher as we continue to patch up old roads and build new ones to accommodate runaway suburban sprawl at the expense of good intensification strategies. Everyone knows this to be the case, but few if any are currently talking about real solutions to ensure that we don't experience higher incidences of road rage brought on as traffic congestion--real or perceived--increases on roads in and out of our city. Building more roads is a proven recipe for failure in this situation. City Building experts the world over have clearly shown that the principle of Induced Demand is a real phenomenon, despite how counter-intuitive it may seem. These are not conveniently made up theories; they have real-world, proven case studies in the largest cities in the world to back them up. They show that building more roadways does not actually relieve congestion; it merely enables more drivers to drive more often. Economies tied to building roads alone are locked in a zero-sum race to the bottom, and our city is already impoverished enough without the spectre of rising road construction costs and a continually crumbling infrastructure.

Again, this is news to no one.

What is news is that there is significant fear and resistance to making real, meaningful changes, in order to properly accommodate both drivers and non-drivers in this city. Much like any other ecosystem, residents of a city must be enabled to live in balance with one another. Build a city that caters solely to cars, and only drivers will thrive. It's that simple. But it doesn't stop there. Health

outcomes, that blurry catchphrase that doesn't seem to get discussed much anymore, are still very much an issue in Hamilton, particularly in portions both in the lower city and the old mountain. Communities are forming to try to address some of the basic issues of health and safety, but it will take larger infrastructure changes, and as well, a commitment to change in the mindset of virtually everyone in our city, to ensure that the projected future needs of our growing population will be met in time.

I don't pretend to be an expert in these matters. I am just an activist and life-long resident of the lower city, who sees the signs of population growth, including gentrification and displacement, on an almost daily basis now. But that is purely anecdotal. What Metrolinx and the City Staff of Hamilton provide is coherent data and advice, and we should be heeding it, because that's what we pay them to do. It doesn't help to gainsay their expertise because it doesn't jibe with our traditional political view that more roads and more leniency for a car-centric population are good for the city. Road injuries and fatalities are on the rise, despite traffic calming measures all over the lower city. Drivers are becoming more aggressive, and every road reclaimed for Complete Streets and Safe Streets initiatives is now perceived as a 'War on Cars'. This is an untenable situation. It needs to be addressed, and the best way to do this is to educate our residents to the reality of population growth and intensification, and the very real need for a change in our attitude towards 'ownership' of the roads.

We use the bogeyman of gridlock to ward off notions of 'road diets'. Hamilton knows nothing of what real gridlock looks like, and perhaps won't for decades to come. My wife, a fellow co-founder of our group, is a native of New York City, where she watched all of the tried and true methods of traffic relief be proven flawed at best, if not disastrously wrong. The answer, particularly on the island of Manhattan, was to build a world-class transit system, and to induce road diets through parking rate increases and measures that made large surface parking unfeasible.

As well, tolls on bridges and tunnels have made it possible to afford road repair, whilst reducing the amount of overall traffic in the five boroughs, again, especially in Manhattan. Cars have not gone away. There is still black car and taxi service, buses, and delivery truck and traffic on the island, as well as what can probably be summed up generously as 'tourist' traffic, for out-of-towners who don't know how transit in NYC works.

Now, I know Hamilton is not New York City, or even the new Brooklyn, for that matter, despite news pundits' assertions. We may never grow to those levels of population density. But if these projections are correct, a city our size may well become as difficult to live, work, play, breathe and, yes, drive in, if we don't abandon failed models of city development and embrace those which modern, urban dwellers have been demanding for year.

Yes, by all means, improve and expand the HSR service. As it stands, the service is slow and infrequent on the mountain, rare or unavailable in the outer wards, and now more than ever, dangerously fast in the lower city, where 'Lead Foot Larry' drivers are seemingly being encouraged to race their way from stop to stop at ever increases speeds, while infirm passengers rush to take the few seats available before they fall to the floor.

willing to accept the changes before us, and showing our generosity of spirit to help everyone rise with that tide of change.
This is our city. All of us must learn to share in our common strengths and resources, if we're ever going to truly be the Ambitious City again.
We can do this, and we can do it together.

All we have to do is say, "Yes".

--

Lee Edward McIlmoyle,
Founding Member,
The Stinson Creative Lab

8.1.1014

From: Chuchman, Jeff
Sent: October-11-16 12:48 PM
To: clerk@hamilton.ca; Johnson, Aidan
Subject: LRT

Aidan and the Clerk@hamilton,

I am writing to express my support for LRT prior to the vote on October 25th.

LRT will be a transformative project for this city. With the right zoning in place, it will lead to increased development downtown, better density (which results in a higher ROI for city services), and begin the process of rebalancing city taxes off the backs of homeowners. The upgrades to infrastructure alone justify taking \$1,000,000,000.00 investment in the city, freeing up valuable public works dollars for other priorities.

Similarly, it is well known the world over that LRT systems get people out of their cars, in a way buses and BRT systems don't. The highly predictable (and thoroughly studied) result will be less vehicle congestion, and greater public health outcomes as people choose a safe, reliable, comfortable alternative to their cars. Between the obesity epidemic in North America, and the staggering number of work days in this city lost to air quality issues each year, these benefits will not only transform the lives of individuals for the better, but have a ripple effect on economic productivity that will benefit all Hamiltonians, regardless of whether they live on the LRT route or not.

Finally, the environmental benefits of LRT cannot be overstated. Whether it's the protection of greenbelt lands from developers who choose instead to build high-density residences along the route (protecting vital natural areas, farmlands and watersheds), the drop in GHG emissions from fewer cars on the road, or the fact that the LRT will be powered by electricity in one of the cleanest energy provinces in Canada, the ecological benefits are enormous.

The anti-LRT vote has at its ugly core, an element of class-ism pure and simple. The notion that the perceived 'hippies, hobos and students' who ride public transit do not deserve the same access to quick, comfortable transportation as people who drive. Leaving behind the fact that many transit riders use the system to go to work, and the simple fact that if they're living in Hamilton that transit riders are paying the property taxes (either directly or through their rent) that fund the road system, it's an us-vs-them argument that psychologically divides our already physically divided city. That type of argument has no place in public discourse in the city I love.

In short, I would urge you, and all of your colleagues to support the LRT project - as it is currently envisioned, and has been voted on and approved countless times - to the fullest.

Please ensure my comments are entered into record at the appropriate council meeting on the 25th.

Sincerely,

Jeff Chuchman, Hamilton, ON

From: Craig Burley
Sent: October-11-16 2:12 PM
To: Johnson, Aidan; clerk@hamilton.ca; Eisenberger, Fred; Farr, Jason
Subject: Letter in support of LRT project re vote on October 25th

Dear Councillors Johnson and Farr and Mayor Eisenberger,

I understand the council is once again meeting on October 25th to re-re-re-re-re-consider (and reaffirm) the proposed Light Rail project as outlined in the Memorandum of Understanding (the "MOU") between the City and Metrolinx, the substance of which is reported in Appendix A to Report PED16042/LS16003, as approved by Council.

I understand that the desire on behalf of certain Councillors is to renege on the City's commitment to the project as expressed in the MOU; and on behalf of others to delay the project by approximately one year in order to require citizens to re-re-re-re-re-consider, via referendum (technically a "question" on a municipal election ballot), the City's participation in this one billion dollar free infrastructure, jobs and economic development program offered by the Province of Ontario. The desire for a referendum question is, according to its main proponent, connected to his personal desire to kill the project.

These desires are entirely without reason and should be opposed in the strongest possible terms. **Killing B-Line LRT would be a policy disaster for this city, greater than any other self-imposed injury ever done to Hamilton.**

The proposed B-Line LRT has been so frequently endorsed, reviewed, approved, and reconsidered that I do not really need to present arguments for the project here. I will say only that it is a massive boost to transit in the City of Hamilton as a whole and the beginning of a rapid transit infrastructure that we are decades behind already in building.

Jason, I write to you as the councillor for the ward where my business, Craig Burley Barrister and Solicitor, is located; it is a business I intend to grow along with LRT. I will be taking LRT here and back home, most days. Aidan, I write to you as the councillor for my home ward that needs this project desperately to ease McMaster's growth pressure on our neighbourhoods.

I will spare you a review of the many distortions of fact that have been voiced in opposition to the LRT project. They are many, and troubling, but they are for another time and belong to the world of politics, not of policy.

First, let me say that there has been no organized opposition to the LRT project outside of one extremely vocal family. On the other side, there are organizations with thousands of public supporters, hundreds of organizations and businesses, and most of the city's many BIAs. Including my BIA, the Downtown BIA, which is along the proposed route. If there were significant opposition outside of a few councillors to the project, there would be reason to re-re-re-re-re-consider the project, or to consider (and reject) a referendum. There is not. ***Our city's business community desperately wants this project to go ahead.***

Second, let me reiterate key findings of your own staff's reports on the project. The proposed B-Line LRT project will provide infrastructure benefits, by being high-quality and economically efficient transportation and fixing ongoing and existing problems in street infrastructure along the route, without capital costs to the City. It will provide economic benefits, by stimulating growth and investment and development along a corridor hurt badly by the economic disaster of the 1990s. It will provide logistical benefits by better integrating our local and regional transportation networks. And it will provide environmental benefits, by encouraging mode-splitting, running green engines through the city, and boosting ridership versus driving.

Lastly, in anticipation of the attempt to delay and kill the project via referendum, let me say that the proposed delay to the project (for a public vote will stop project expenditures dead) is unconscionable. Our city is still in longterm recovery from an economic catastrophe is suffered in the 1990s. **We need jobs and investment.** *The time value alone* of the \$1 billion investment in LRT, if delayed by a year by Councillor Collins's referendum proposal, is \$30 million per 12 months, or \$2.5 million for every month's further delay. I don't have that money, the City doesn't have that money and the Councillor *certainly* doesn't have that money. That \$30 million is the real cost of the delay. It is the value of spending those moneys one year earlier rather than one year later. People who don't understand economics, such as those opposed to the project, discount this factor. Do not do this. The time value of the investment represents a very real (and extremely significant, in dollar terms) impact on this city's economy. We need economic relief, economic development, and jobs *now*. Not in a year's time, not in three years' time, not in five years' time, and certainly not when the city finds itself able to begin self-funding the BLAST network, which is likely to be never.

We need jobs, investment and better transport. The LRT project does all three without cost. As Councillor Skelly commented during her bid for election to Council: "the problem is, do you want to turn down a billion dollars?". She has presented, unwittingly perhaps, the ballot question for all of you: **do we want one billion (\$1,000,000,000) dollars from the provincial treasury invested in Hamilton, or zero (\$0) dollars?**

I am requesting that the City Clerk append this letter to the correspondence to council on this matter for the October 25th meeting.

Sincerely and with thanks,

Craig Burley

--

Craig Burley
Barrister & Solicitor

8.1.1016

From: M Wilding
Sent: October-12-16 5:12 AM
To: clerk@hamilton.ca
Cc: Johnson, Aidan
Subject: LRT

Dear Aidan,

My family and I support LRT and the one billion dollar investment in our community.
Please contact me if you require more details,

Thank you

Margaret Wilding
Ward 1