1. **Introductions and Agenda** (Don Hull, Director of Transportation)

2. **Regional and Corporate Strategic Perspective** (Chris Murray, City Manager)

3. **Setting the Planning Context** (Christine Newbold, Policy Planning Division, PED)

4. **Transportation and Health** (Dr. Tran, Public Health, Associate Medical Officer of Health)

5. **Rapid Ready: Expanding Transportation Choices in Hamilton** (Don Hull, Director of Transportation)
2011 DIRECTION

Council direction from October 2011:

• Complete required work for the Metrolinx Light Rail Transit (LRT) Contribution Agreement
  – Agreement deliverables, project benefit & cost report, additional technical studies, nodes & corridors planning study

• Report back to GIC with firm capital costs and a recommended ask to Metrolinx for capital and operating costs
**DECISION MAKING PROCESS**

- **Feb 25th**
  - Direction to submit “Rapid Ready - Expanding Mobility Choices in Hamilton” to Metrolinx as a comprehensive transportation funding package
  - Direction to use Rapid Ready Work Plan as the basis for future budget submissions

- **March 20th**
  - Report to General Issues Committee on Metrolinx Regional Funding Tools (Funding Strategies for the Big Move)

- **May / June**
  - Metrolinx review of City’s submission (Hamilton is 1 of 10 “Next Wave Projects”, total $34 Billion)
  - Metrolinx to complete Investment Strategy on or before June 1, 2013 (per Metrolinx Act, 2009)

- **Fall 2013**
  - 2014 Capital budget process
STRATEGIC PLAN

• Priority #1 is a Prosperous & Healthy Community, with 6 objectives:
  – Grow the non-residential tax base
  – Prioritize capital infrastructure projects to support managed growth and optimize community benefit
  – Promote economic opportunities with a focus on downtown areas and waterfronts
  – Improve the City’s transportation system and inter-regional connections
  – Develop & implement neighbourhood and City wide strategies to improve health & well-being of residents
  – Enhance overall sustainability (financial, economic, social, and environmental)
Objective 3.1

Engage in a range of inter-governmental relations (IGR) work that will advance partnerships and projects that benefit the City of Hamilton.

i. Develop an intergovernmental relations strategy to promote City priorities

ii. Adopt infrastructure, transportation, housing, downloading and AODA as initial priority areas relative to intergovernmental relations advocacy, funding priorities and grant programs

iii. Develop and maintain a list of priority and “shovel-ready” projects, across all Departments, in order to more efficiently present opportunities for collaboration with other levels of government
CHALLENGES

- Aging infrastructure
- Aging population / Seniors care and programming
- Affordable housing availability and quality
- Living Wage
- Healthy neighbourhoods
- Underfunded public transportation system
# HAMILTON DEMOGRAPHIC TRENDS

<table>
<thead>
<tr>
<th></th>
<th>2001</th>
<th>2011</th>
<th>2031</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>510,300</td>
<td>519,950</td>
<td>658,900</td>
</tr>
<tr>
<td>% 65 years and older</td>
<td>14%</td>
<td>16%</td>
<td>21%</td>
</tr>
</tbody>
</table>

Source: Hemson Consultants & 2011 Census
## PROVINCIAL PROJECTIONS - 2041

<table>
<thead>
<tr>
<th>Hamilton</th>
<th>2031</th>
<th>2036</th>
<th>2041</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population (Persons)</td>
<td>660,000</td>
<td>730,000</td>
<td>780,000</td>
</tr>
<tr>
<td>Percentage Change</td>
<td>11%</td>
<td>7%</td>
<td></td>
</tr>
<tr>
<td>Employment (Jobs)</td>
<td>300,000</td>
<td>330,000</td>
<td>350,000</td>
</tr>
<tr>
<td>Percentage Change</td>
<td>10%</td>
<td>6%</td>
<td></td>
</tr>
</tbody>
</table>

Source: PED13022 - Proposed Amendment No. 2 to the Growth Plan for the Greater Golden Horseshoe - City of Hamilton Comments
ECONOMIC PROSPERITY OF THE REGION

Map 5

Atlantic Gateway Access Vision

<table>
<thead>
<tr>
<th>Toronto to:</th>
<th>Via Niagara Region</th>
<th>Via Windsor</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Distance* (km)</td>
<td>Travel Time* (h:mins)</td>
</tr>
<tr>
<td>Boston</td>
<td>888</td>
<td>9:49</td>
</tr>
<tr>
<td>Baltimore</td>
<td>751</td>
<td>8:43</td>
</tr>
</tbody>
</table>

* Distance and Travel Time based on estimates obtained through Google Maps - maps.google.ca
ECONOMIC PROSPERITY OF THE REGION
STRATEGIC DIRECTIONS

Strategic Plan assigns priority to improving the City’s Transportation network supporting multi-modal mobility and encouraging interregional connections.

A Prosperous & Healthy Community
Transportation as an enabler for the community we strive to create, a healthy economy and a good quality of life.
TRANSIT INVESTMENTS

• LRT and improvements to the transit system are both required

• LRT Implementation costs:
  – Capital: $800 M (million)
  – Operating: $12.2 M / year (Day 1)
  – 100% funding being requested from Metrolinx

• Improvements to Transit Service:
  – Capital: $155 M
  – Operating: $45 M / year
  – Approx. $107 M would be eligible for Metrolinx Funding
HAMILTON - ABILITY TO PAY

Source: Provincial-Municipal Fiscal and Service Delivery Review, Ontario, AMO, City of Toronto, 2008

City of Hamilton
Rating = (9-10)

Municipal Fiscal Health (2008) - Overall Composite Indicator
1- Relatively Good Fiscal Health    10- Relatively Poor Fiscal Health

RapidReady Expanding Mobility Choices in Hamilton
Slide: 15
MUNICIPAL FISCAL HEALTH INDICATORS

• Composite Indicator is based on 6 considerations:
  – Property Taxes
  – Assessment Base
  – Municipal Costs
  – Demographics
  – Economic
  – Financial

• Excludes infrastructure
PARADIGM SHIFT

• Quality of life
• Collaboration between City departments
• Inter-municipal cooperation
• What residents & neighbourhoods need
Setting the Planning Context:

Christine Newbold, MCIP, RPP
Policy Planning Division
Planning & Economic Development Dept.
Strategic Provincial Directions

- Key provincial policy directions
- Complete, compact, sustainable communities
- Coordination of land use, growth and infrastructure
- Actions, policies, investment strategies for transportation including transit
Hamilton Transportation Directions & Policy

- Transportation Master Plan (2006)

- Coordinating growth and infrastructure investments
- Growth that creates places
- Linking people to places
- Linking people to jobs
Urban Hamilton Official Plan – Urban Structure

- Growth in nodes & corridors served by higher order transit
- Transit supportive densities in newly developing areas
- Built forms and design to support transit and active transportation
The Land Use – Transportation Connection

Planning for Nodes & Corridors

- connected and internally serviced by various modes of transportation, including higher order transit
- vibrant pedestrian environments, facilitate active transportation through careful attention to urban design
- focal points of activities for communities and neighbourhoods
- evolve with higher residential densities and mixed use development
- focus for reurbanization activities (population growth, private and public redevelopment and infrastructure investment)
Integrating Land Use with Transportation

Hamilton’s Policy Directions

- transportation infrastructure supporting growth objectives
- growth objectives supporting transit
- car as an option, not a necessity
- planning for new development and redevelopment includes transit planning
- land use mix, built form and urban design facilitating active transportation
- **IMPROVED MOBILITY - BALANCED**
Integration of Land Use & Transportation

- Integration in policy
- Organizational integration on projects
- A key component of healthy communities – environmental, social and economic health
Transportation & Health

Dr. Ninh Tran
Associate Medical Officer of Health
Public Health Services
Today’s presentation

- Why transportation matters
- How relying on automobiles leads to health and social problems
- How shifting the priority to pedestrians, cyclists and public transit can build healthier communities
Why transportation matters

• Air quality
• Injuries/safety
• Physical activity
• Mental Health
• Equity
5 Key Air Pollutants have the following health effects outcomes in Hamilton each year:

> **100** premature deaths

> **700** respiratory and cardiovascular hospital admissions
Pedestrian & Cycling Injuries
Physical inactivity

• Only 7% of Canadian children and youth, 15% of adults are meeting the physical activity guidelines
• Risk of obesity, cardiovascular disease, diabetes, some cancers, mental health
• Economic costs total $6.8 billion in Canada for 2009
Hamilton is now faced with a population where about **74%** of adults in Hamilton & surrounding region are overweight or obese.

Automobiles – not for everyone

- Not everyone is able to drive
- Affordability
- Age, physical limitations
- Seniors less likely to drive
Active transportation prioritizes

People first

• Pedestrians
• Cyclists
• Transit users
Cleaner air, breathing easier

- Fewer vehicles on the road
- Cleaner air
- Lower rates of heart and lung diseases
- Environmental benefits
Safer communities

- Fewer motor vehicle collisions, pedestrian and cycling injuries
- Less deaths, disabilities (physical and mental)
- Largest impact for children, seniors, those with physical limitations
More active community
Relationship between obesity and active transportation (McCann 2010)
Improved mental health

• Higher physical activity
• Less depression and anxiety
• Improved self-esteem, mood, reduces stress
• Increased social interaction, network and capital
• Stronger sense of community
Opportunity, inclusiveness

- Education and employment
- Health and social services
- Increased citizen engagement
Strategic Directions

Strategic Plan assigns priority to improving the City’s Transportation network supporting multi-modal mobility and encouraging interregional connections.
## Where have we been?

<table>
<thead>
<tr>
<th>October 26, 2011 Council Item</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) (i) That staff complete all deliverables relating to the Contribution Agreement between the City of Hamilton &amp; Metrolinx</td>
<td>Complete – Update provided in report PW13014</td>
</tr>
<tr>
<td>(a) (ii) That staff complete a project benefit and cost report, including the cost of not doing LRT &amp; triple-bottom line analysis. If the study requires additional funding, that those funds be sought from Metrolinx</td>
<td>Complete – Update provided in report PW13014</td>
</tr>
</tbody>
</table>
| (a) (iii) That staff complete the Maintenance Storage Facility (MSF) analysis & Environmental Assessment (EA), B-Line Phasing Strategy, Electromagnetic Field Study at McMaster University and A-Line Terms of Reference. | MSF analysis, Phasing Strategy and Electromagnetic Field Study complete. EA postponed in agreement with Metrolinx. – Update provided in report PW13014  
A-Line Terms of Reference not needed at this time (lessons learned document to be prepared). |
## Where have we been?

<table>
<thead>
<tr>
<th>October 26, 2011 Council Item</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>(b) That staff negotiate with Metrolinx a funding formula to complete the above works at an upset limit of $950,000 and that any resulting City portion be funded from the Quick Wins Reserve # 108047;</td>
<td>Completed. See (i)</td>
</tr>
<tr>
<td>(c) That staff report back to GIC with financial impacts and a funding strategy when a funding commitment for LRT is announced by senior levels of government;</td>
<td>Outstanding - No LRT funding commitment announced</td>
</tr>
<tr>
<td>(d) That Staff pursue further Metrolinx funding to purchase additional 18.2 metre (60-foot) hybrid articulated buses</td>
<td>Completed. See (i)</td>
</tr>
<tr>
<td>October 26, 2011 Council Item</td>
<td>Status</td>
</tr>
<tr>
<td>------------------------------</td>
<td>--------</td>
</tr>
<tr>
<td>(e) That staff 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;</td>
<td>Main King Queenston (B-Line) Corridor Strategy Study, Phase 1 approved by Council on April 25, 2012. James Street North planning study underway.</td>
</tr>
<tr>
<td>(f) That staff develop an organizational structure and community engagement strategy to support an integrated public transportation program by Q1 2012. If additional staff complement and or budget is required, SMT is directed to report back to GIC prior to implementation;</td>
<td>Completed. No additional staff complement. Some realignment within current complement anticipated pending confirmation of 2013 – 2017 Transportation Division work plans.</td>
</tr>
<tr>
<td>(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;</td>
<td>Complete (letter December 6, 2011)</td>
</tr>
</tbody>
</table>
### October 26, 2011 Council Item

<table>
<thead>
<tr>
<th>Council Item</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>(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 versus existing bus system, including cost per passenger;</td>
<td>Complete – Update provided in report PW13014</td>
</tr>
<tr>
<td>(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.</td>
<td>Funds requested from Metrolinx May 3, 2012. Not in Metrolinx 2013 Budget.</td>
</tr>
</tbody>
</table>
Transportation Master Plan

Relies on walking, cycling, transit, car share, bike share, carpool, etc. as alternatives to the automobile in combination with road capacity optimization, before looking at road expansion.

**Targets:**

- Reduce single occupant vehicle use by 20%
- Daily transit trips from 5% to 12%
- Daily walking and cycling trips from 6% to 15%
- Annual transit rides per capita from 40 to 80-100
Implications of Not Achieving Targets

- Congestion
- Increasing household transportation costs
- Changing demographics (aging population)
- Negative impacts on health and community
- Attracting employers
- Creative industries
TMP 5-year Review

- Confirm TMP targets and investment strategy
- Evaluation criteria for assessing future transportation priorities
- “Complete Streets” Strategy
- City-wide review of one-way and two-way
- Grow cycling program
- Pedestrian mobility
- Transportation Demand Management (TDM)
- 2013 Capital Budget - $250,000
- RFP awarded by 2013 Q3
Multi-modal
Approach

- Public Transit
- Cycling Network
- Road Network
- Goods Movement
- Pedestrian Network
Light Rail Transit

• LRT, if introduced today, between the eastern Sub-Regional Service node (Eastgate) and the western Major Activity Centre (McMaster) would experience ridership within the range of comparable North American municipalities
### LRT Ridership Projection Scenarios

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Annual Riders</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day One Low</td>
<td>4.2 M</td>
<td>• Ridership based on:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 100% of route 10 bus ridership using the LRT</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 33% of routes 1 &amp; 5 bus ridership using the LRT</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Train every 6 minutes</td>
</tr>
<tr>
<td>Day One High</td>
<td>9.2 M</td>
<td>• Above ridership plus:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 66% of routes 1, 5, 52, 55, 58 bus ridership using LRT</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 8% city-wide ridership increase</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Train every 4 minutes</td>
</tr>
<tr>
<td>Future</td>
<td>12.0 M</td>
<td>• Break-even point for the B-Line LRT</td>
</tr>
<tr>
<td>Future 2031</td>
<td>18.9 M</td>
<td>• Above ridership plus:</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 31% due to higher quality service of LRT</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 30% ridership increase due to shift from bus</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 30% ridership increase due to GRIDS corridor development</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Contingent on achieving TMP city-wide bus &amp; LRT ridership targets</td>
</tr>
<tr>
<td></td>
<td></td>
<td>of 80 rides per capita (plus 250,000 service hours)</td>
</tr>
</tbody>
</table>
North American LRT Systems - TRK Index

Source: Adapted from The North American Light Rail Experience: Insights for Hamilton by McMaster Institute of Transportation and Logistics
## LRT – Operating Budget Levy Impact

<table>
<thead>
<tr>
<th>Day 1 High Scenario Assumption</th>
<th>Day 1 High Scenario Financial Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating costs related to 22 light rail vehicles, maintenance and 182 staff</td>
<td>$14.5M</td>
</tr>
<tr>
<td>Removal of 18 buses Associated costs</td>
<td>($6M) ([$5.5M])</td>
</tr>
<tr>
<td>Transit net levy impact</td>
<td>$3.5M</td>
</tr>
<tr>
<td>Other City net levy impact (e.g. snow removal, parking enforcement, etc.)</td>
<td>$8.7M</td>
</tr>
<tr>
<td>Total Net Levy Impact</td>
<td>$12.2M</td>
</tr>
</tbody>
</table>
LRT Cost of Capital and Start-up Operating Cost

• LRT in Eastgate to McMaster corridor
  - $800 M Capital (2011)
  - $3.5 M Transit Operating (18+ buses removed from service)
  - $8.7M (other City operating levy impact)

• Financial analysis contingent on 100% Capital
Cost of Not Doing LRT

### Financial

<table>
<thead>
<tr>
<th>Description</th>
<th>HAMILTON</th>
<th>PROVINCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reduction of Backlog Capital Works</td>
<td>$79M</td>
<td></td>
</tr>
<tr>
<td>Tax Benefit due to Development (Total Over 15 Years) (CUI)</td>
<td>$22M</td>
<td></td>
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<tr>
<td>Building Permits &amp; Development Charges (Total Over 15 years) (CUI)</td>
<td>$30M</td>
<td></td>
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<tr>
<td>Health / Environment/ Social</td>
<td>✔️</td>
<td>✔️</td>
</tr>
<tr>
<td>Ontario GDP</td>
<td></td>
<td>$443M</td>
</tr>
<tr>
<td>Temporary / Permanent Jobs</td>
<td>3500 / 300</td>
<td>6000 / 1000</td>
</tr>
</tbody>
</table>
Cost of Not Doing LRT

Health

Photo Credit: Dan Banko
Cost of Not Doing LRT

Environment

• Public transportation produces on average (per person) 50 – 95% lower emissions than driving
Cost of Not Doing LRT

Environment

• Auto dependent communities require 20 to 50 times more space than transit friendly communities
Cost of Not Doing LRT

Social
Cost of Not Doing LRT

Social
Where Are We?

Evidence of our progress:

• Downtown is recovering
• Supportive urban structure with firm boundaries
• Stakeholder engagement
• Silver Cycling Community
• A public transit system that performs well as compared to peers
Ridership vs. Service Hours per Capita for Transit Systems Across Canada (2006 and 2011)
Ridership Growth – LRT Success
How will We get there?

High Performance Rapid Transit requires:

• Increase in service levels – frequency, duration, service coverage
• Elevate the role of public transit
• Engage the community on how we should grow
• Develop the multi-modal “active transportation” network
• Reconfigure transit services to feed rapid transit
• Seamless connections
## Hamilton & Winnipeg

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Hamilton</th>
<th>Winnipeg</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Ridership Rides per Capita</td>
<td>22 million 46</td>
<td>48 million 72</td>
</tr>
<tr>
<td>Annual Bus Hours Bus Hours/Capita</td>
<td>0.73 million 1.43</td>
<td>1.24 million 2.00</td>
</tr>
<tr>
<td>Average Fare</td>
<td>$1.60</td>
<td>$1.45</td>
</tr>
<tr>
<td>Revenue/Cost Ratio</td>
<td>51%</td>
<td>60%</td>
</tr>
<tr>
<td>Municipal Operating Contribution/Capita</td>
<td>$67</td>
<td>$61*</td>
</tr>
</tbody>
</table>

* Province of Manitoba and City of Winnipeg share transit operating deficit 50/50 (exclusive of bus replacement costs)
Hamilton & Winnipeg

<table>
<thead>
<tr>
<th></th>
<th>Hamilton</th>
<th>Winnipeg</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population Served</td>
<td>480,000</td>
<td>657,300</td>
</tr>
<tr>
<td></td>
<td></td>
<td>37% higher</td>
</tr>
<tr>
<td>Population Density</td>
<td>2,043 per km²</td>
<td>2,950 per km²</td>
</tr>
<tr>
<td></td>
<td></td>
<td>44% higher</td>
</tr>
<tr>
<td>CBD Employment</td>
<td>23,400</td>
<td>70,000</td>
</tr>
<tr>
<td></td>
<td>10% of city employment</td>
<td>18% of city employment</td>
</tr>
<tr>
<td>Post-Secondary Enrollment</td>
<td>38,000</td>
<td>50,000</td>
</tr>
<tr>
<td></td>
<td>10% of 18+ population</td>
<td>10% of 18+ population</td>
</tr>
</tbody>
</table>

- Higher population, but even **higher density**
- Significant proportion of **workforce located downtown**
- High transit share of **post-secondary travel**
- **Traffic congestion** on arterials, especially at river crossings
Express Network Plays Large Role

Extensive EXPRESS network for fast, direct travel

Transit Ridership Growth – Winnipeg’s Experience
Frequent Service is Key Ingredient

Frequent service makes transit use convenient

Radial routes converge on arterial streets to provide very high combined frequency within 5 kms of downtown

Frequency augmented with real-time passenger information to minimize waiting time

Transit Ridership Growth – Winnipeg’s Experience
Getting Rapid Ready

THREE THEMES

- IMPROVING TRANSIT
- SUPPORTIVE COMMUNITY PLANNING
- MULTI-MODAL INTEGRATION

SEVEN KEY ACTIONS

a. BUILDING A RAPID-READY TRANSIT NETWORK
Enhance and increase bus services, restructure the route network around rapid transit corridors

b. CREATING AN ACCESSIBLE TRANSPORTATION SYSTEM
Transit and the transportation system will be fully accessible

c. MAKING TRANSIT FASTER AND MORE RELIABLE
Transit must offer journey times competitive to driving to be an attractive choice

d. CREATING A REFINED TRANSIT CUSTOMER EXPERIENCE
Provide customer service and amenities to make it easier and more attractive to use transit

e. PROVIDING SAFE AND CONVENIENT WALKING AND CYCLING ENVIRONMENTS
Encourage walking and cycling for short- and medium-distance trips while creating strong linkages to transit

f. INTEGRATING CORRIDOR AND COMMUNITY PLANNING
Planning for and building the city around transit

g. DEVELOPING SEAMLESS MULTI-MODAL CONNECTIONS
Integrating different modes of transportation to maximize connections to transit.
2013 Transportation Division Work Plan

• Specialized Transit – Eligibility implementation

• Quick-Wins
  I MacNab Transit Terminal Wayfinding
  I Mohawk Multi-modal Transit Terminal
  I Transit Priority measures – King Street Bus Only lane
  I Infrastructure upgrade on A & B lines

• Bike-Share

• Infrastructure upgrades – bus shelter expansion and current inventory rehabilitation

• Image - Branding, Marketing & Customer Service (real time traveler information, open data, etc.)

• GO Transit – James Street Terminal development

• PRESTO implementation
Transportation Division Work Plan 2014 - 2017

- Improve Transit Service levels – frequency, duration, service area coverage
  - Improve express services
  - Harmonization of transit level of service across the City
  - Address existing service reliability
  - Improving connections to outer communities
  - Transit priority measures, such as transit signal priority program
- Increased cycling
- Pedestrian mobility
- Transportation Demand Management
- Staffing for the future
Rapid Ready – Expanding Mobility Choices in Hamilton

<table>
<thead>
<tr>
<th>Initiative/Action</th>
<th>Capital Cost</th>
<th>Annual Operating Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>250,000 transit service hours (100 bus expansion)</td>
<td>$50M-$75M</td>
<td>$25M-45M</td>
</tr>
<tr>
<td>Second maintenance garage</td>
<td>$25M (excludes land costs)</td>
<td></td>
</tr>
<tr>
<td>Transit Signal Priority Program</td>
<td>$5M</td>
<td></td>
</tr>
<tr>
<td>Shelters &amp; Passenger Information Amenities</td>
<td>$4.5M</td>
<td></td>
</tr>
<tr>
<td>Branding &amp; Marketing</td>
<td></td>
<td>$2M</td>
</tr>
<tr>
<td>• strategy development</td>
<td></td>
<td>$2.5M</td>
</tr>
<tr>
<td>• 1st stage implementation</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Getting Rapid Ready in Hamilton

Building a Rapid Ready Network

EXHIBIT 1: Summary of Major Transit Enhancement Concepts

- Service Extension to Dundas
- GO Transit James North Station
- A-Line Extension to Waterfront
- Mohawk Transit Hub
- B-Line corridor service increases
- Service Extension to Centennial GO
- Conceptual Frequent Transit Network
- A-Line corridor service increases
Getting Rapid Ready

Creating an Accessible Transportation System
Getting Rapid Ready

Making Transit Faster and More Reliable
Getting Rapid Ready

Creating a Refined Transit Customer Experience
Getting Rapid Ready

Providing Safe & Convenient Walking & Cycling Environments
Getting Rapid Ready

Integrating Corridor & Community Planning
Getting Rapid Ready

Developing Seamless Multi-Modal Connections
Getting Rapid Ready

To Gain Mode Shift
Expanding Mobility Choices Successes
Recommendations

(a) That Report PW13014 be submitted, including Appendix A, “Rapid Ready - Expanding Mobility Choices in Hamilton (January 2013)”, as the City of Hamilton’s submission to Metrolinx in accordance with the Contribution Agreement between the City and Metrolinx, with the understanding that the funding requirements for Hamilton’s public transportation program are:

(i) $800M capital and an upset net levy impact of $3.5M operating for Light Rail Transit,

(ii) growth funding for the overall public transportation program, as summarized on Pages 43 and 44 of Appendix A to Report PW03014 (refer to Investment Plan Tab), necessary to support a successful Light Rail Transit system;

(b) That the Work Plan detailed in the Appendix A to Report PW03014 be used as the basis for future budget submissions;

(c) That the Outstanding Business List item identified as Rapid Transit Maintenance & Storage Facility be removed from the General Issues Committee Outstanding Business List.
Questions?