

CITY OF HAMILTON

***PUBLIC WORKS DEPARTMENT
Capital Planning & Implementation Division***

Report to: Chair and Members Public Works Committee	Submitted by: Scott Stewart, C.E.T. General Manager Public Works Department
Date: April 7, 2008	Prepared by: Lisa Zinkewich Extension 1473 Jillian Stephen Extension 6392

**SUBJECT: By-laws Respecting Provincial Funding for Rapid Transit,
Bike Racks and Bike Parking (PW08045) - (City Wide)**

RECOMMENDATION:

- (a) That the correspondence received by the Mayor dated March 31, 2008 from the Minister of Transportation (attached as Appendix A to Report PW08045) providing \$29,800,000 for municipal capital expenditures for transit vehicles and related infrastructure be received;
- (b) That the by-law (attached as Appendix B to Report PW08045) authorizing the receipt of the funds and requiring they be applied to expenditures for transit vehicles and related infrastructure be passed and enacted, then forwarded to the Province of Ontario prior to April 30, 2008;
- (c) That the correspondence received by the Mayor dated March 31, 2008 from Metrolinx as part of its BikeLinx program (attached as Appendix C to Report PW08045) providing \$190,987 to enhance the links between active transportation and public transit be received;
- (d) That the by-law (attached as Appendix D to Report PW08045) authorizing the receipt of the funds and requiring they be applied to enhance the links between active transportation and public transit be passed and enacted, then forwarded to the Metrolinx Board prior to April 30, 2008;
- (e) That the funds be deposited in a dedicated Metrolinx related reserve fund as outlined in Corporate Services Report FCS08021.

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- (f) That staff report back to Public Works Committee in May 2008 to provide details on the specific projects the funding will be allocated to.

Scott Stewart, C.E.T.
General Manager
Public Works

EXECUTIVE SUMMARY:

In June 2007, the Province of Ontario announced their MoveOntario 2020 plan which is aimed at improving public transit in the Greater Toronto and Hamilton Area (GTHA) through the funding of 52 projects, including two projects in Hamilton. Following this announcement, Metrolinx was charged with implementing a number of "Quick Win" projects that would have an immediate impact on providing sustainable transportation options within the municipalities of the GTHA, including three specific transit projects in Hamilton as well as a general GTHA bicycle promotion initiatives project.

Funding for the projects identified as part of MoveOntario 2020 and "Quick Win" projects had been previously announced, but not funds had been allocated until now.

Recently, two letters were received by the City of Hamilton, both dated March 31, 2008, that allocated funds to the City funds in the amount of \$29,800,000 to be used for municipal capital expenditures for transit vehicles and infrastructure to support ALine and BLine improvements and funds in the amount of \$190,987 to be used to purchase and install bicycle racks on buses and to provide secure and safe bicycle parking.

The funding is being provided to the City of Hamilton to be used specifically for municipal capital expenditures for transit vehicles and infrastructure and to enhance the links between active transportation and public transit. As a result of this funding, the City of Hamilton will be required to enact by-laws (Appendix B and D) prior to April 30, 2008 indicating agreement with the terms of the funding, as outlined in the attached letters (Appendix A and C).

BACKGROUND:

MoveOntario 2020

In June 2007, the Province of Ontario released their MoveOntario 2020 plan. MoveOntario 2020 is a \$17.5 billion plan for rapid transit in the Greater Toronto and Hamilton Area (GTHA), an area that stretches from Hamilton to Durham Region. Fifty-two projects were identified, including 2 that impact Hamilton directly:

- Rapid transit along the King/Main Corridor, between Eastgate Square and McMaster University, commonly referred to as the BLine; and
- Rapid transit along the James/Upper James Corridor between King Street and Rymal Road, commonly referred to as the ALine.

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As part of the Corporate Strategic plan for Metrolinx, in line with the Province's MoveOntario 2020 plan, municipalities were given the opportunity to present projects that would have an immediate impact on moving the GTHA towards a sustainable transportation network.

“Quick Win” Projects - Tranche 1

At their August 24, 2007 meeting, the GTTA (now Metrolinx) Board approved a Hamilton “quick win” proposal for 6 articulated hybrid buses for the James/Upper James corridor (ALine), at a total cost of \$5.5 million. This project will increase service levels on the Downtown-GO terminal–Mohawk College–Airport route by 2009, as a precursor to future rapid transit improvements on Upper James Street.

At the same meeting, Metrolinx also approved the establishment of a GTHA-wide program for the implementation of Bicycle Promotion Initiatives for the provision of safe and secure bike storage and the expansion of the bike/bus rack program. This program has subsequently been titled the BikeLinx program, with a goal of enhancing the links between active transportation and public transit. On March 31, 2008, the City of Hamilton was presented with funds in the amount of \$190,987 to be used to purchase and install bicycle racks on buses and provide secure and safe bicycle parking.

Additional “Quick Win” Projects for Rapid Transit (ALine & BLine) - Tranche 2

At their November 23, 2007 meeting, the GTTA (now Metrolinx) Board approved additional “quick win” proposals for Hamilton. The first was \$17.4 million to be used for 12 new hybrid articulated buses, and for customer waiting areas for the BLine between McMaster University and Eastgate Square. This project will result in more frequent service, more capacity, and more comfort provided by a dedicated fleet of high-tech, hybrid articulated buses. This is seen as a foundation investment towards ultimate rapid transit on the BLine corridor.

The second project includes \$6.9 million for passenger amenities on the ALine. This will build on the previous “quick win” commitment for 6 new articulated hybrid buses dedicated to this corridor and is a foundation investment towards ultimate rapid transit on the ALine corridor.

The funds for the above noted City of Hamilton “Quick Win” transit projects (ALine and BLine) have since been approved by the Province as announced in the 2007 Ontario Economic Outlook and Fiscal Review and the 2008 Ontario Budget. In a letter received from the Ministry of Transportation, dated March 31, 2008, the Government has advised that the City of Hamilton has been authorized to receive funding of \$29.8 M to be used for municipal capital expenditures for transit vehicles and infrastructure to support both ALine and BLine improvements. The approved funds will be transferred to the City by June 30, 2008.

ANALYSIS/RATIONALE:

If Hamilton is successfully going to implement a sustainable transportation system, in line with the recommendations of the Transportation Master Plan and the projects outlined in MoveOntario 2020, a commitment in terms of policy and funding is required along with a strong partnership in terms of collaboration with the Province to support the initiatives.

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The MoveOntario 2020 announcement and subsequent funding announced as part of the 2008 Ontario Budget allows Hamilton to accelerate rapid transit planning beyond what was considered in the HTMP. The projects that can be implemented as a result of the funding from the province will result in visible short term benefits for the City of Hamilton, its transit system and the community as alternative modes of travel are being provided.

The funding for the BLine project offers the immediate benefits of improved capacity and enhanced service on an existing well utilized route, convenience, and competitiveness, as well as environmental benefits through the use of low emission, fuel efficient 60' hybrid buses.

The ALine's immediate benefits are the service it will provide to the emerging employment area surrounding Hamilton International Airport, and to other key nodes above and below the escarpment. It will eliminate the need for transfers along this corridor for trips through the central business district, and provides year round service to the West Harbour Development Zone.

The funding provided to enhance the links between public transit and active transit will provide both modal choices as well as enhance the existing transit system, both goals of the Transportation Master Plan.

ALTERNATIVES FOR CONSIDERATION:

Alternative 1 - accept Provincial funding for Transit in Hamilton and bicycle related infrastructure

This alternative is recommended.

Alternative 2 - decline Provincial funding for Transit in Hamilton and bicycle related infrastructure

This alternative is not recommended as the infrastructure that will benefit from the funding is supported as part of the Hamilton Transportation Master Plan (2007) initiatives, improving the transportation system and providing transportation alternatives for the City as a whole.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial Implications

The Government of Ontario, as a result of "Quick Win" projects recommended by the Metrolinx Board, have approved the following funding as part of their commitment to MoveOntario 2020, with funds being transferred to the City of Hamilton by June 30, 2008:

- \$5.5 million in capital funds for 6 articulated hybrid buses for the ALine; and
- \$24.3 million in capital funds for the buses and customer waiting areas for the BLine (\$17.4M), customer amenities for the ALine (\$6.9M).

Through the BikeLinx Program, Metrolinx has provided to the City of Hamilton funds in the amount of \$190,987 to enhance the links between active transportation and public transit. The funds have been earmarked as follows:

- \$24,000 for the purchase and installation of bicycle racks on buses; and

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- \$166,987 for the purchase and installation of secure and safe bicycle parking.

In accordance with the guidelines set out by the Province in regards to the use of the above noted funds, the funds will be used as outlined in the letters attached as Appendix A and Appendix C. Corporate Services, as identified in report FCS08021 - Provincial Grants Update will be establishing a Metrolinx's related reserve fund for the tracking of these projects.

Staffing Implications

There are no staffing implications associated with the recommendations of this report.

Legal Implications

Should it be determined that the City of Hamilton does not use the funds for which they are intended, as outlined in Appendix A and Appendix C of this report, the Ministry has the right to recover funds. Reports detailing expenditures shall be submitted to the Ministry and the Ministry may request an independent audit of the projects.

POLICIES AFFECTING PROPOSAL:

Provincial Policies

Metrolinx is developing a **Regional Transportation Plan (RTP)** for the Greater Toronto and Hamilton Area (GTHA), including the Cities of Hamilton and Toronto, and the Regions of Durham, York, Peel and Halton. While it is still draft, and not officially a policy document, the Regional Transportation Plan will provide a strategic, long-term vision for a coordinated transportation system across the GTHA and will guide decision making about future infrastructure investments.

The RTP is built around **Places to Grow - A Growth Plan for the Greater Golden Horseshoe** and the Urban Growth Centres (UGC)s identified in *Places to Grow*. *Places to Grow* supports revitalized downtowns and urban areas, and sets minimum density targets in order to support increased transit usage, and financial viability of transit; a key theme that is carried through the Green Papers.

In June 2007, the Province of Ontario announced their \$17.5 billion **MoveOntario 2020** plan which will deliver 52 rapid transit projects, including 2 rapid transit lines for Hamilton. The "quick win" projects described in this report for the BLine and the ALine were approved as part of the MoveOntario 2020 plan.

Hamilton Policies

The Hamilton **Transportation Master Plan (TMP)** identified 3 routes for future rapid transit: the existing BLine along the Main/King corridor from Eastgate Square to McMaster University, the James/Upper James corridor from Downtown to the Airport (now known as the ALine), and an east-west Mountain route. The Hamilton Transportation Master Plan also sets goals of 20% reduction in vehicle kilometres travelled over current trends by 2031, and increasing the modal share for transit to 15% by 2031: providing rapid transit will help achieve these goals, as well as the goals of reducing single occupancy vehicle use and encouraging the use of transit and active transportation.

The Hamilton Transportation Master Plan (and the Master Plans for Water and Wastewater, and for Stormwater) was completed as part of the **GRIDS** process. GRIDS

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identified a “Nodes and Corridors” approach as the preferred growth strategy. The ALine and BLine are primary corridors connecting key nodes, including Downtown, McMaster University, Mohawk College, and Hamilton International Airport.

Key theme areas of **Vision 2020** which are supported by providing rapid transit are: Local Economy, Consuming Less Energy, Improving Air Quality, Changing our Mode of Transportation, Land Use in the Urban Area, Personal Health and Well-Being, and Community Well-Being and Capacity Building.

The guiding principles of the **Hamilton Transit Ridership Growth Plan** are supportive of providing rapid transit in Hamilton. These guiding principles are:

- The need to improve services and safety for existing riders so they become ambassadors for transit;
- Adoption of strategic approach that considers transit’s role in the larger transportation, social, economic and environmental context, including the ability for transit to facilitate the City’s growth management objectives and policies for a more balanced transportation system;
- The need to pursue initiatives that are cost-effective with high visibility, and those that improve the image of the transit system;
- The benefits of marketing the transit system as an important city service and one that requires attention to position Hamilton for future economic success, community well-being, affordability for passengers and environmental sustainability.

Public Works Strategic Plan

Participating in the Regional Transportation Plan process helps us to achieve our strategic priority of being the leader in the “greening” and stewardship of the City. The funding and promotion of transit and active transportation through the provision of sustainable infrastructure will improve the existing transit system, offer modal choice, improve air quality and the environment through the reduction in greenhouse gas emissions, and the reduction of single occupancy vehicle use and the use of energy-efficient modes of transportation.

RELEVANT CONSULTATION:

Consultation in regards to the projects that are outlined as part of this report will take place between the various sections of Public Works (Transit, Capital Planning and Implementation, Operations and Maintenance) as well as Corporate Services to establish a dedicated interest-bearing account for the funds and tracking of expenditures.

CITY STRATEGIC COMMITMENT:

By evaluating the “**Triple Bottom Line**”, (community, environment, and economic implications) we can make choices that create value across all three bottom lines, moving us closer to our vision for a sustainable community, and Provincial interests.

Community Well-Being is enhanced. **Yes** **No**

Community well-being is enhanced through the support of increased use of transit and other sustainable modes of transportation. Public health is improved through a reduction in emissions and an increase in active transportation.

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Environmental Well-Being is enhanced. Yes No

A sustainable transportation network provides many options for people and goods movement; vehicle-dependency is reduced.

Economic Well-Being is enhanced. Yes No

Compact, mixed use development minimizes land consumption and servicing costs. Improved transit and mode choices and required infrastructure can initiate higher levels of economic development.

Does the option you are recommending create value across all three bottom lines?

Yes No

Municipal Class EA process by its very nature considers natural, Social and economic impact.

Do the options you are recommending make Hamilton a City of choice for high performance public servants? Yes No

The availability of efficient alternative modes of travel promotes the City as a place to live and work.

Ministry of
Transportation

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Ferguson Block, 3rd Floor
77 Wellesley St. West
Toronto, Ontario
M7A 1Z8
416 927-9200
www.mto.gov.on.ca

Ministère des
Transports

Bureau du ministre
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77, rue Wellesley ouest
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www.mto.gov.on.ca

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APPENDIX "A"
PW08045

His Worship Fred Eisenberger
Mayor of Hamilton
Hamilton City Centre
77 James Street North
Hamilton, Ontario
L8R 2K3

Dear Mayor Eisenberger:

Re: City of Hamilton Transit Investments

The government is committed to MoveOntario 2020, its action plan for rapid transit in the Greater Toronto Area and Hamilton, and to the MoveOntario 2020 Quick Win projects recommended by Metrolinx. As announced in the 2007 Ontario Economic Outlook and Fiscal Review and the 2008 Ontario Budget, I am pleased to advise you that the City of Hamilton has been authorized to receive funding of \$29,800,000 to be used for municipal capital expenditures for transit vehicles and infrastructure to support:

- o B-Line Improvements, King – Main Corridor
- o A-Line Improvements, James – Upper James Corridor

The approved funds will be transferred to you by June 30, 2008, at which time the province will also provide details on reporting requirements and other accountability related requirements. These requirements will include as a minimum a description of the types of eligible expenditures for which the funding is intended, and requirement for a final report on how the funds were used. In addition, the province reserves audit rights to ensure that funds were used for the purpose intended and to recover funds if it is determined that they were not used, or will not be used for the intended purpose.

The province also requests the following additional information:

- An authorizing bylaw/council resolution from the City of Hamilton which should be dated no later than April 30, 2008. The bylaw/council resolution should reference:
 - That the \$29,800,000 allocated to the City of Hamilton by the province will be used for the specified transit projects in this letter;
 - That a final summary report detailing expenditures, use of provincial funding, and outcomes achieved shall be submitted to the ministry, and that the ministry may request an independent audit of the project; and
 - That any funds intended for the project that are not used in accordance with the terms outlined above will be returned to the ministry.

Please acknowledge your receipt of this letter by signing and returning the enclosed duplicate copy of this letter to Steve Naylor, Director, Finance Branch, 6th Floor, 301 St. Paul Street, St. Catharines, ON L2R 7R4, Fax (905) 704-2515 by April 30th to initiate payment processing. If you anticipate any issues or concerns with meeting any of the above-noted dates, please advise as soon as possible.

We wish the City of Hamilton much success in its endeavours. If you have any questions regarding this matter, please contact Greg Tokarz, Manager, Transit Infrastructure Policy at (416) 235-5468.

Yours sincerely,



Jim Bradley
Minister

- c: Bruce McCuaig, Deputy Minister, Ministry of Transportation
Sophia Aggelonitis, MPP, Hamilton Mountain
Andrea Horwath, MPP, Hamilton Centre
The Honourable Ted McMeekin, MPP, Ancaster-Dundas-Flamborough-Westdale
Paul Miller, MPP, Hamilton East-Stoney Creek

Acknowledged by:

Signature & Title

Date

APPENDIX "B"
PW08045

Authority: Item , Committee of the Whole
Report (Staff report number)
CM: Date

Bill No.

CITY OF HAMILTON

BY-LAW NO. _____

a. To Authorize the Receipt of Funding from the Province of Ontario for municipal capital expenditures for transit vehicles and infrastructure in the City of Hamilton, to support:

- BLine improvements, King - Main Corridor; and
- ALine improvements, James – Upper James Corridor.

WHEREAS in its 2007 Ontario Economic Outlook and Fiscal Review (Fall Economic Statement), the Province of Ontario committed to one-time funding to expand public transit across Ontario;

AND WHEREAS in a letter dated March 31, 2008, attached to this By-law as Schedule A, the Minister of Transportation informed the City of Hamilton that it is a recipient of such funding, subject to an authorizing by-law being received no later than April 30, 2008;

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. The City of Hamilton is authorized to receive a payment of \$29,800,000 from the Province of Ontario as committed in the 2007 Ontario Economic Outlook and Fiscal Review and 2008 Ontario Budget for municipal capital expenditures for transit vehicles and infrastructure.
2. The payment of \$29,800,000 shall be

- (a) used for municipal capital expenditures for transit vehicles and infrastructure to support Bline improvements, King – Main Corridor and Aline improvements, James – Upper James Corridor
- (b) be subject to a final summary report to the Ministry detailing expenditures, use of provincial funding, and outcomes achieved, for which the Ministry may request an independent audit of the project; and
- (c) deducted, in full or in part, from future provincial transit funding allocations, if the City of Hamilton is found not to be in compliance with the terms outlined by the Ministry in the letter attached as Schedule A.

3. This By-law shall come into force on the day it is passed and enacted.

PASSED and ENACTED this day of , 2008.

Fred Eisenberger
Mayor

Kevin C. Christenson
City Clerk

metrolinx

LINKING PEOPLE TO PLACES • ON Y VA

APPENDIX "C"
PW08045

Office of the Chair
Rob Maclsaac
416-874-5903
Rob.Maclsaac@metrolinx.com

March 31, 2008

Fred Eisenburger, Mayor
Office of the Mayor
City of Hamilton
77 James St. North Suite 230
Hamilton, Ontario
L8R 2K3

Dear Mayor  Eisenburger:

We accept your request for bicycle related infrastructure funding. I am pleased to advise you that the City of Hamilton has been approved by Metrolinx to receive \$190,987 through the Metrolinx BikeLinx Program to enhance the links between active transportation and public transit. Specifically, the funds are to be used to purchase and install bicycle racks on buses (\$24,000) as well as secure and safe bicycle parking (\$166,987).

Metrolinx requests that a municipal by-law be enacted and received no later than April 30, 2008 to reaffirm the funding amount noted above will be:

- Used to purchase and install bicycle racks on buses as well as secure and safe bicycle parking as defined by Metrolinx (please see Appendix A for definitions of eligible expenses); and
- Deducted, in full or in part, from future provincial transit funding allocations, if the municipality is found to not be in compliance with the terms set out above.

The funds are required to be placed in a dedicated, interest-bearing account until they are to be used.

After the funds have been expended, Metrolinx requests that a final report be produced and delivered to Metrolinx on how the funds were used, including the number of racks and storage spaces installed.

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Please note that the province reserves the right to verify any information submitted, to audit that information for completeness and accuracy, and to ensure that funds were used for the purposes intended.

Metrolinx requests the right to develop joint communications products and collaborative branding for the bicycle infrastructure funded under this program. We will be in contact with you in the near future to discuss these opportunities.

Please note GO Transit has indicated a willingness to assist municipalities in identifying locations for installation of municipal bicycle parking infrastructure in the vicinity of their stations. To pursue this further, I recommend your staff contact Jennifer Niece of GO Transit (416-869-3600 ext. 5460).

Please acknowledge your receipt of this letter by signing and returning the enclosed duplicate copy of this letter to:

Director of Corporate Services
Metrolinx
20 Bay Street, Suite 901
Toronto, Ontario
M5J 2N8

We wish the City of Hamilton much success in its endeavours. If you have any questions regarding the Metrolinx BikeLinX Program, please contact Mark Ciavarro at (416) 874-5929 or Mark.Ciavarro@metrolinx.com.

Yours truly,



Rob Maclsaac
Chair

Encl.

c: W. Michael Fenn – CEO, Metrolinx
Jim Bradley – Minister, Ministry of Transportation
Bruce McCuaig - Deputy Minister, Ministry of Transportation
Paul Shaker – Advisor, Rural and Urban Affairs
Scott Stewart – General Manager, Public Works
Carla Ipolito – Manager, Finance and Administration
Hart Solomon – Manager, Traffic Engineering and Operations
Daryl Bender – Project Manager, Alternative Transportation

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ACKNOWLEDGED BY
Mayor Fred Eisenburger:

Title

Date

APPENDIX A – DEFINITIONS / ELIGIBLE EXPENSES

BICYCLE RACKS ON BUSES:

Bicycle carrying rack to be installed on municipal transit vehicles. Devices typically carry two bicycles and are front mounted.

SECURE AND SHELTERED BICYCLE PARKING:

Permanent, sheltered, safe and secure parking for bicycles, integrated with municipal and regional transit. Lockers should be placed at strategic locations such as major municipal and inter-regional transit facilities, and/or mobility hubs. Storage spaces may include lockers, (which should have the provision to be operated in the future by a forthcoming smart card system), or other permanently-affixed storage which provides safe (either highly visible, in line of sight of attendant, or monitored by CCTV) and sheltered parking for bicycles.

APPENDIX "D"
PW08045

Authority: Item , Committee of the Whole
Report (Staff report number)
CM: Date

Bill No.

CITY OF HAMILTON

BY-LAW NO. _____

a. To Authorize the Receipt of Funding from Metrolinx to enhance the links between active transportation and public transit through the provision of safe and secure bike storage and the expansion of the bike/bus rack program.

WHEREAS at their August 24, 2007 meeting, the GTTA (now Metrolinx) Board approved a GTHA wide "quick win" project for Bicycle Promotion Initiatives, known as BikeLinx, for the municipalities of the Greater Toronto and Hamilton Area (GTHA);

AND WHEREAS in a letter dated March 31, 2008, attached to this By-law as Schedule A, the Metrolinx Board provided the City of Hamilton with funds in the amount of \$190,987, subject to an authorizing by-law being received no later than April 30, 2008;

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. The City of Hamilton is authorized to receive a payment of \$190,987 from Metrolinx as committed at their August 24, 2007 meeting for the provision of safe and secure bike storage and the expansion of the bike/bus rack program.

2. The payment of \$190,987 shall be:
 - (a) used to purchase and install bicycle racks on buses (\$24,000) as well as secure and safe bicycle parking as defined by Metrolinx (\$166,987);
 - (b) deducted, in full or in part, from future provincial transit funding allocations, if the City of Hamilton is found not to be in compliance with the terms outlined by Metrolinx in the letter attached as Schedule A.

3. This By-law shall come into force on the day it is passed and enacted.

PASSED and ENACTED this day of , 2008.

Fred Eisenberger
Mayor

Kevin C. Christenson
City Clerk