



OFFICE OF THE MAYOR
CITY OF HAMILTON

April 24, 2017

Honourable Steven Del Duca
Minister of Transportation
77 Wellesley Street W.
3rd Floor, Ferguson Block
Toronto, ON
M7A 1Z8

Dear Minister Del Duca,

An important decision is before Hamilton City Council on Wednesday, April 26: to submit for approval the B-Line Light Rail Transit (LRT) Environmental Project Report (EPR) Addendum to the Ministry of Environment and Climate Change. This is the next step before preparing the RFP and initiating discussions on the operating and maintenance agreement.

The Province's \$1-billion LRT project is the single largest economic stimulus project our community has ever experienced. This unprecedented investment in modern public transit will support future connectivity across our city and contribute to Hamilton's ongoing revitalization.

In our efforts to ensure that the approved B-Line LRT is the best possible transit option, it is clear following recent lengthy meetings and continued consultation with the community and council that there is continued strong interest in extending the B-Line to the full route from McMaster University to Eastgate Square.

Indeed, Hamilton's 2013 Rapid Ready Report identified that the best initial investment in an east-west B-Line route to be from McMaster University to Eastgate Square. Originally included in the Environmental Project Report submitted in 2011, the full route between McMaster and Eastgate was approved by the Ministry of the Environment.

As you know, when the LRT project was announced in 2015, the B-line route was truncated by three kilometres, stopping at the Queenston Traffic Circle, in order to

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include a two kilometre spur line to run north from the main line to the West Harbour GO station. As planning progressed it was determined the street was too narrow for a dedicated LRT lane on the spur line, so it would instead run on tracks in the same lane as regular traffic, making it in essence a streetcar. When Metrolinx planners determined the spur line no longer made sense, the provincial government agreed to cancel it.

However, the cancellation of the spur line did not result in the restoration of the original B-line to Eastgate Square.

When we consider the Province's current plans for GO expansion to Stoney Creek, there is a compelling case to restore and re-incorporate into the current project plan the three-kilometres of the B-Line to Eastgate Square.

Our goal is to build Hamilton's LRT to Eastgate and secure the necessary funds to do so now. We believe the associated cost savings from the elimination of the James Street spur line combined with the deferral of planning for the A-Line BRT will provide the opportunity to include the three-kilometre extension to Eastgate Square in the current procurement process. I would be happy to discuss this with you in greater detail and welcome further discussions between Metrolinx and our LRT office to continue to advance this vital transit infrastructure in our community.

Sincerely,

A handwritten signature in black ink, appearing to read "Fred Eisenberger". The signature is stylized with a large, sweeping initial "F" and a long, horizontal flourish at the end.

Fred Eisenberger
Mayor