

**(iv) Purchase of Hamilton Wentworth District School Board (HWDSB) Surplus Property – Broughton East – 16 Broughton Avenue (Ward 6)**

Staff was directed to develop financing options and report back to the General Issues Committee.

**(v) Purchase of Hamilton Wentworth Catholic District School Board (HWCDSB) Surplus Property – Holy Family School, Kenilworth Avenue North (Item 8.7)**

Item 4 of Airport Implementation Task Force Report 13-001 respecting Purchase of Hamilton Wentworth Catholic District School Board (HWCDSB) Surplus Property – Holy Family School, Kenilworth Avenue North was amended by adding the words, “if and/or when the HWDSB deems the lands surplus in whole or in part.”

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

**(h) MOTIONS**

**(i) Implementation of Rapid Ready – Local Transit Service Improvements and Financial Strategy (Item 9.1)**

No action was taken respecting Implementation of Rapid Ready – Local Transit Service Improvements and Financial Strategy introduced as a Notice of Motion at the May 15, 2013 General Issues Committee.

**(ii) Implementation of Rapid Ready – Local Transit Service Improvements and Financial Strategy (Item 9.2)**

Whereas, the Rapid Ready report addresses the need for a \$45M investment in local public transit in order to serve the needs of Hamiltonians, and to serve the rapid transit routes;

Whereas the Rapid Ready report, building on earlier recommendations in Council’s Transportation Master Plan (TMP) (2007), calls for transit ridership in Hamilton to increase to 80-100 rides per capita from its current level of 45 rides per capita;

Whereas the TMP also calls for a doubling of public transit use over the next 15 years from a daily modal split of 6% today to 12% in the 2021 to 2031 long term time frame;

Whereas the 2010 Operational Review of transit identifies specific priority service level improvements, emphasizing the need for more buses on Hamilton Mountain, and in the former area municipalities;

Whereas, notwithstanding local transit service improvements made with Provincial Gas Tax funding, there has been no City investment in transit service improvements over the past decade;

Whereas notwithstanding Council's position respecting LRT, it is important to consider all sources of funding to improve local transit service levels, excluding LRT, including but not limited to parking revenues, fare increases, resolution of the transit area rating plan, City operating budget, and funding from the Provincial and Federal governments;

Whereas the economic, environmental, health and social benefits of public transit are well-known.

Staff was directed to:

- (a) Come forward with recommendations for consideration during the 2014 operating and capital budget process with the first priorities for local transit service improvements to begin implementing Rapid Ready;
- (b) Report back in time for the 2015 budget process to the new City Council on a ten-year Hamilton local transit service level strategy, including specific route recommendations and a financial strategy, with reference to the role played by rapid transit, and with a goal of reaching 80-100 rides per capita by 2025.

The sixth "Whereas" in the preamble was amended as follows:

- (aa) By adding the words, "notwithstanding Council's position respecting LRT" following the word, "Whereas";
- (bb) By adding the words, "excluding LRT" following the words, "service levels".

**(i) NOTICES OF MOTION**

Councillor Merulla introduced the following Notice of Motion:

**(i) Hamilton Beach Rescue Unit – Purchase of Two-Way Radio Equipment**

Whereas the Hamilton Beach Rescue Unit (HBRU) has requested access to the Corporate Trunked Radio System for improve communications amongst the unit (i.e. on-water to shore, amongst members, boat-to-boat) and to have the ability to communicate with Hamilton Police Service and the Hamilton Fire Department as required;