



CITY OF MISSISSAUGA

**Federal 2016 Budget:  
Pre-Budget Submission**

Department of Finance Canada



MISSISSAUGA

## Introduction

The City of Mississauga supports the federal government in programs that grow the local economy, protect our environment and address the needs of the vulnerable. **We are requesting support for our top priorities from the upcoming Federal 2016 Budget.**

To stimulate the local economy, we need:

**Strategic Transit Investments**

**Sustainable Infrastructure Funding**

**Job Creation and Partnerships**

The City of Mississauga recognizes the funding it has received from the federal government. We benefitted greatly from the past Infrastructure Stimulus Funding and look forward to a continued partnership.

# I. Strategic Transit Investments

## Background:

- The City of Mississauga desires a safe, reliable, efficient inter-regional transit system
- Our priorities include the Hurontario LRT, Mississauga Transitway and Regional Express Rail
- Mississauga encourages the establishment of a bypass rail line adjacent to Hwy 407 (the “missing link”)

The Hurontario LRT Project remains the City of Mississauga’s top priority, and we very much appreciate the Province’s announcement of funding for the light rail transit line. Recognizing that rapid transit needs to play a key role in supporting future growth in Mississauga and within the Greater Toronto and Hamilton Area, we continue to plan and look for opportunities to expand the regional transportation network within Mississauga. In order to ensure that an expanded regional transportation network becomes a reality, ongoing, dedicated federal funding is required, both for the City of Mississauga and through support to Metrolinx in their application for P3 Canada funding.

Currently, the City of Mississauga is looking for federal investment in the following higher-order transit initiatives:

## Downtown Mississauga Transitway

A Council-adopted November 2014 report identified our next priority as the further funding and completion of the Downtown Mississauga Transitway segment. This is to provide for a continuous system and to maximize the potential benefits and success of previous investments.

This investment would support continued growth and intensification in our downtown core, and provide links to key destinations such as Toronto Pearson International Airport and the adjacent employment lands. Elements of this work could be advanced in conjunction with LRT work to ensure maximum coordination and integration. Other Transitway segments completed or still under construction have been supported by federal funding contributions.

[MORE INFO](#)



The vital transit link in our downtown core remains unfunded at this time.

## Regional Express Rail (RER)

Regional Express Rail (RER) will provide all-day, two-way GO Train service every 15 minutes with reduced travel times. The plan applies to all lines and corridors in the GO Transit network.

### Our city has three GO Train rail corridors:

- Lakeshore West Line: currently has all-day, two-way, 30-minute service
- Milton Line: operates peak period, single direction train service
- Kitchener Line: operates peak period, single direction train service

### Providing the Milton and Kitchener lines with two-way, all-day service will:

- get commuters out of their cars and reduce gridlock
- allow our regional mobility hubs to operate and flourish
- provide connections to major economic centres in all directions - Toronto, Hamilton, Burlington, Niagara Region, Kitchener-Waterloo Region, etc.

[METROLINX INFO](#)

[CITY OF MISSISSAUGA CORPORATE REPORT](#)

RER will provide commuters with effective, reliable rail transit to help them get to work and to access services.

## Building the “Missing Link”

The City of Mississauga - together with Toronto, Milton and Cambridge - encourages the relocation of heavy rail freight traffic from the Milton and Kitchener GO Rail lines, to a proposed bypass rail line adjacent to Highway 407 (the “missing link”).

This proposed bypass rail line would link the CN bypass line at Bramalea with the CP line through-route near the Milton-Mississauga border. The bypass would have three major benefits:

- provide an alternative to the challenge of widening the Milton and Kitchener GO rail corridors
- remove heavy freight from the Milton and Kitchener GO rail corridors
- free up inner parts of the Milton and Kitchener GO rail corridors for RER service

[MORE INFO](#)

The “missing link” would have far-reaching benefits at the local, national and international levels.

We are looking for federal investment in all of our higher-order transit initiatives.

## II. Sustainable Infrastructure Funding

### Background:

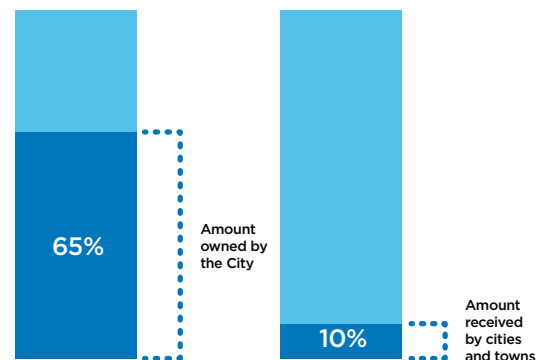
- Cities and towns own the majority of infrastructure (65%) but receive the smallest share of tax dollars (10%)
- The City looks forward to starting new construction projects when the federal and provincial governments finalize the New Building Canada Fund

### Sustainable Infrastructure Funding

Sustainable infrastructure funding also remains a top priority. Mississauga owns \$8.3 billion worth of infrastructure assets. We cannot support our infrastructure on the local tax bill.

#### [MORE INFO](#)

Investment in infrastructure to handle more frequent weather events and upstream development is becoming increasingly important. Recent large and unpredictable events such as the storm of July 2013 and the ice storm of December 2013 were devastating to our city. We predict more such events will occur.



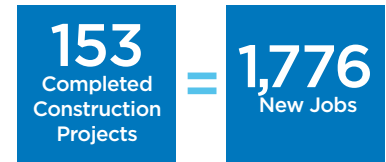
The City owns the majority of infrastructure within its boundaries (65%), but local governments receive the smallest share (10%) of all tax dollars collected

The City needs a sustainable infrastructure funding strategy involving the federal and provincial governments.

## Support for Infrastructure Projects

Through funding programs like the Infrastructure Stimulus Fund (ISF) and Recreational Infrastructure Canada (RIInC), municipalities were important to the federal and provincial governments' recovery efforts after the 2008 economic downturn. We proved ourselves by completing 153 construction projects on time and on budget, which created an estimated 1,776 jobs.

Mississauga is ready to do our part. We welcome the continued federal support for the Canada 150 Community Infrastructure Program. We are poised to begin projects as soon as we receive an executed contribution agreement.



**Council has approved specific projects that are ready to proceed with the Canada 150 Community Infrastructure Program.**

The New Building Canada Fund will support key infrastructure and construction priorities in Mississauga. We applaud all efforts to make the approval process clearer and quicker. We have a list of important infrastructure capital projects ready to submit for funding, including:

- road rehabilitation
- stormwater management pond/flood storage facility
- emergency shelter provisions/back-up generators
- public transit projects, including the Downtown Transitway Connection and Meadowvale Transit Terminal

**We eagerly anticipate the finalization of the New Building Canada Fund agreement and program details by the federal and provincial governments.**

## Port Credit Harbour Marina

Protecting for the future of this former federal harbour at the confluence of the Credit River and Lake Ontario is an economic, recreational and cultural heritage imperative. Built by the federal government in the 1950s for national defence purposes, and subsequently home to the Canadian Steamship Lines before its evolution into a recreational marina in 1974, this marina and its deep-water basin generate jobs for the marine industry, with significant and unique economic spinoffs. The marina functionally supports one of the largest salmon fishing derbies in Canada, provides an important supply of recreational boat slips for the city and region, and is a cultural heritage link to the Great Lakes. The "Ridgetown," a former Great Lakes freighter, forms one of the critical harbour breakwaters.

This marina basin requires infrastructure reinvestment as the breakwaters are at the end of their lifecycle. If this reinvestment does not occur, this valuable asset unique to the north shore of Lake Ontario could be lost.

[MORE INFO](#)



**We need to reinvest in our harbour to maintain this valuable asset.**

### III. Job Creation and Partnerships

#### Background:

- All levels of government in the GTA must work together on regional business attraction
- The federal government must be included in our strategies to stimulate the economy

#### Support for new GTA Regional Foreign Direct Investment (FDI) Attraction Agency “NewCo”

City Council has endorsed the funding of a new GTA regional FDI attraction agency. This will help make the GTA a destination choice for foreign direct investment. The Province has provided transitional funding to help establish this agency.

Ongoing multi-year funding from the federal and provincial governments and GTA partners will help the GTA be more competitive.

#### Partnerships with the Federal Government

The City of Mississauga is a partner with both the federal and provincial governments. We are willing to add our support directly and through the Federation of Canadian Municipalities (FCM) to foster stronger partnerships between all three levels of government.

We support lobbying the federal government for:

- a National Housing Strategy
- a Sustainable Infrastructure Funding Strategy
- a National Transit Strategy

We also look forward to working collaboratively with our federal and provincial partners to fight the impact of climate change.

We believe that these collective strategies will bring better discussion, long-range planning and sustainable funding tools to implement the core municipal services that help grow and strengthen our urban economies.