

CITY OF MISSISSAUGA

Provincial 2017 Budget:
Pre-Budget Submission
Ministry of Finance, Government of Ontario



MISSISSAUGA

The City continues to face many challenges, as do all municipalities. Operating costs are increasing, and pressures to maintain and grow our capital infrastructure continue. We are also faced with new and growing challenges in the areas of climate change and affordable housing.

Our ability to generate revenues to meet these challenges alone is limited. We continue to foster partnerships, seek innovative solutions and pursue assistance from senior levels of government.

The City of Mississauga acknowledges the funding it is currently receiving from the Province for the Provincial gas tax, funding anticipated through the Canada Cleanwater and Wastewater Fund, the future increase in the Provincial gas tax revenue and the funding provided to Metrolinx for the Hurontario Light Rail Transit system.

We are seeking on-going support from the Province in the following areas:

Strategic Transit Investments
Sustainable Infrastructure Funding
Legislative Changes
City-Building Initiatives
Affordable Housing and Other Partnerships

We look forward to our continued relationship and future opportunities for collaboration.

City of Mississauga Recommendations

- 1. Funding to assist with the downtown portion of the Mississauga Transitway*
- 2. Moving forward with the Regional Express Rail and building the “missing link”*
- 3. Sustainable funding for infrastructure renewal projects*
- 4. Greater autonomy or new frameworks for revenue tools other than property tax*
- 5. More timely reaction with legislative and regulatory amendments, to address changing environments and municipality requirements*
- 6. An increase to the Household Operating Grant for the Mississauga Library*
- 7. Inflationary increases to PILTs, specifically raising the GTAA PILT to \$1.90 per passenger rate, and raising the Heads and Beds PILT to \$180 in 2017.*
- 8. Targeted funding for major City-building projects*
- 9. Addressing affordable housing needs for middle-income households*
- 10. Fostering stronger relationships between all levels of government*

I. Strategic Transit Investments

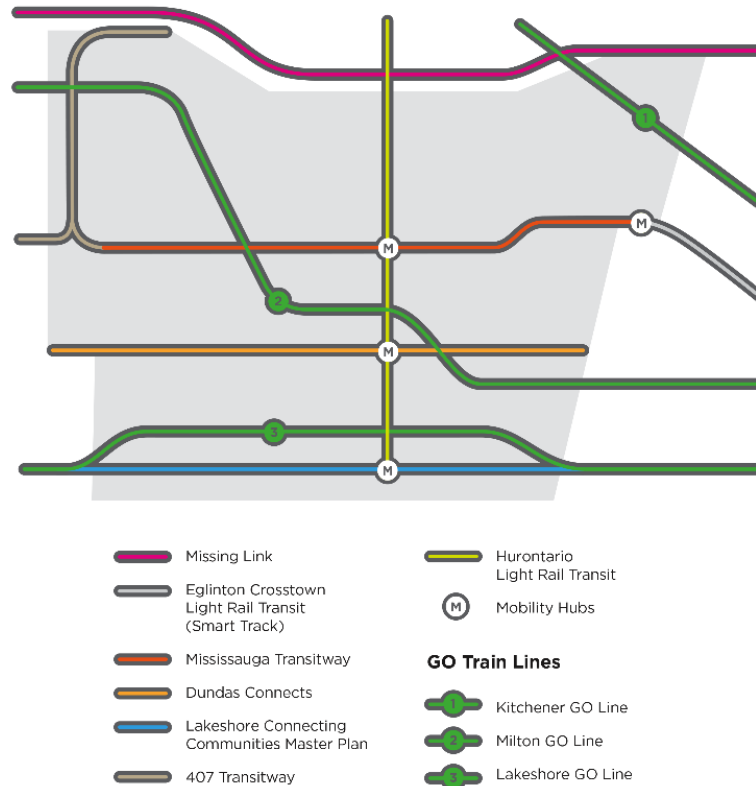
Key Points:

- ✓ 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 Provincial funding is required.

Higher Order Transit Links in Mississauga



Source: <http://www.mississauga.ca/portal/residents/building-transportation>

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

Downtown Mississauga Transitway

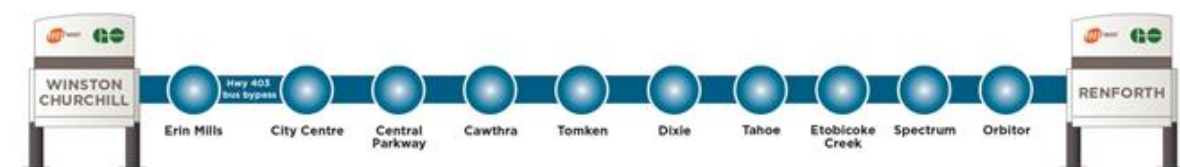
The 18-km Mississauga Transitway will be fully operational in 2017, with 12 stations beginning at Winston Churchill Boulevard in the west and ending at Renforth Drive in the east. The Transitway will make it faster and easier for commuters to travel to, from and through Mississauga and across the region. [MORE INFO](#)

At this time, the west and east portions of the Transitway have access to dedicated lanes. The Downtown portion experiences delays because it relies on accessing City streets.



A Council-adopted November 2014 report identified our next priority as the completion of the Downtown segment of the Mississauga Transitway. This would provide for a continuous Transitway that would maximize the benefits and success of previous investments. Optimally, elements of this work would be advanced in conjunction with LRT work to ensure maximum coordination and integration.

Construction of the Transitway has been made possible through funding from the Provincial and Federal governments. This vital link in our downtown core remains unfunded at this time.



Regional Express Rail

The City of Mississauga eagerly awaits the development of Regional Express Rail (RER), which will provide effective, reliable transit through 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 - Downtown Toronto, Hamilton, Burlington, Niagara Region, Kitchener-Waterloo Region

[METROLINX INFO](#)

[City of Mississauga Corporate Report \(Item 7\)](#)

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 “missing link” would have far-reaching benefits at the local, national and international levels, with 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 and
- free up inner parts of the Milton and Kitchener GO rail corridors for RER service

[MORE INFO](#)



The Missing Link

The Solution for All-Day, Two-Way
GO Train Service in Mississauga

City of Mississauga Recommendations

1. *Funding to assist with the downtown portion of the Mississauga Transitway*
2. *Moving forward with the Regional Express Rail and building the “missing link”*

II. Sustainable Infrastructure Funding

Key Points

- ✓ *Mississauga owns \$8.5 billion worth of infrastructure assets. Like other Ontario municipalities, we cannot maintain or grow our infrastructure on the local tax bill. Sustainable infrastructure funding remains a top priority.*

The City owns the majority of infrastructure within its boundaries (65%). Mississauga's infrastructure is currently valued at \$8.5 billion, with an annual estimated replacement cost of \$328 million (excluding stormwater assets).

However, local governments receive the smallest share (10%) of all tax dollars collected. In 2017, we are only able to invest \$98 million for replacement of our infrastructure, leaving an infrastructure gap of \$230 million. This infrastructure gap remains a substantial, persistent challenge. [MORE INFO](#)

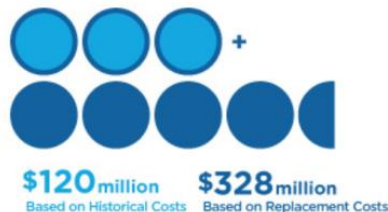
\$8.5 Billion in total
Here's how it breaks down:



What we are investing in 2017



What we need



* Funded through portions of Public Transit Infrastructure Funding, Federal Gas Tax and Capital Reserve

We very much appreciate the Province's ongoing support through the Provincial gas tax revenue, including the recently announced increase to this funding.

One-time incremental funding (such as the Province's planned contribution to the Federal Clean Water and Wastewater Fund) is also appreciated, and assists in temporarily reducing the infrastructure gap.

Incremental and one-time funding models present their own challenges. These funding models require that projects be “new” or “unplanned,” to ensure funding is not replacing City-generated funds. This is not in keeping with sound City building, and results in unplanned, lower-priority projects moving to the front of the line. Higher-priority projects cannot access the new funding because the City has already earmarked funding sources.

A sustained funding model for infrastructure renewal projects, similar to the Provincial gas tax model, would ensure there is sufficient time and resources in place to apply best practices to the management of these projects.

City of Mississauga Recommendations

3. Sustainable funding for infrastructure renewal projects

III. Legislative Changes

Key Points

- ✓ *Property tax alone will not build the cities our residents demand. The City needs greater autonomy to raise revenues from other sources.*
- ✓ *Legislative changes will assist all municipalities at no cost to the Provincial government.*

Revenue Tools

Steadily increasing operating costs and higher standards of service expected by our residents contribute to on-going pressures. The City of Mississauga, like all municipalities in Ontario, is heavily reliant on property taxes as a source of revenue.

Municipalities need more diverse and growing revenue sources in order to deliver quality services while keeping property taxes affordable. *Bill 68, Modernizing Ontario's Legislation Act, 2016*, includes welcome changes such as providing municipalities with "prudent investor status," which will increase investment income potential.

The City, like all other municipalities, needs greater autonomy to raise revenues from other sources. In keeping with the Association of Municipalities of Ontario (AMO) "What's Next Ontario" resolution, all municipalities would benefit from additional predictable and sustainable revenues.

GTAA Payments in Lieu of Taxes (PILT)

Under the Federal Act, the Toronto Pearson International Airport provides a payment to the City of Mississauga. The Province is involved in setting the exact amount paid. Since 2001, the rate has not changed.



No progress has been made on the following three concerns:

- The PILT is based on passenger traffic and does not consider cargo, which impacts municipal services
- The PILT is capped at 5 per cent increase annually; there is no limit on decreases. The cap for commercial and industrial properties has mostly been phased out in Mississauga, yet remains at the airport
- The PILT rate has remained the same, while municipal tax rates have increased

We ask the Provincial government to increase the per-passenger rate for the GTAA PILT from \$0.94 to \$1.90 to reflect the increase in the municipal levy since 2001. The cap on the PILT should also be eliminated.

Heads and Beds Payments in Lieu of Taxes (PILT)

Universities, colleges, hospitals and correctional institutions make an annual payment in lieu of taxes at a rate of \$75 per student, bed or resident. This amount has not changed since 1987, and has not kept pace with the cost of providing services to these institutions.



We ask the Provincial government to increase the Heads and Beds PILT rate by the rate of inflation from 1987, to \$180 beginning in 2017, with annual increases thereafter.

[MORE INFO](#)

Public Libraries Act

Public libraries and their municipalities require sustainable operating funding in order to keep pace with the increasing demand for electronic and traditional services and resources. The Household Operating Grant for the Mississauga Library System has been at the same level since 1995, and should be increased.

Various Legislative Changes

The City of Mississauga has been requesting changes in legislation or amendments to regulations in several additional areas: joint and several liability, development approval process, development charges, etc. Mississauga has been an active participant on behalf of the public sector in the Construction Lien Act review the Province has undertaken and hopes our serious concerns are recognized when the draft legislation is introduced.

Amendments to the Municipal Act in Bill 68 provide an opportunity to also make amendments that would enhance accessibility by authorizing a levy be placed on transportation network companies (like Uber) with the monies collected to be used solely for accessible transportation. The expanded accountability measures introduced by Bill 68 only raise a concern to the extent that the ability of the Integrity Commissioner to launch his/her own investigations can be costly, so need further consideration.

[City of Mississauga Corporate Report \(Item 10\)](#)

City of Mississauga Recommendations

4. *Greater autonomy or new frameworks for revenue tools other than property tax*
5. *More timely reaction with legislative and regulatory amendments, to address changing environments and municipality requirements*
6. *An increase to the Household Operating Grant for the Mississauga Library*
7. *Inflationary increases to PILTs, specifically raising the GTAA PILT to \$1.90 per passenger rate, and raising the Heads and Beds PILT to \$180 in 2017.*

IV. City-Building Initiatives

Key Points

- ✓ *Many City-building initiatives are being identified as priorities but cannot be fully funded solely by the City*

Port Credit Harbour Marina

Protecting the future of this harbour at the confluence of the Credit River and Lake Ontario is an economic, recreational and cultural heritage imperative. 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 the region; and is a cultural heritage link to the Great Lakes. The “Ridgetown,” one hundred years old and a former Great Lakes freighter, forms one of the integral 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. The marina basin redevelopment must occur prior to the mixed-use redevelopment of the wharf to ensure the harbour functions are not terminated.

[MORE INFO](#)

Inspiration Lakeview Master Plan

Inspiration Lakeview is the City of Mississauga’s vision for its eastern waterfront.

The water’s edge is an important component for the revitalization of the entire Ontario Power Generation (OPG) site, where businesses will thrive and visitors will enjoy the waterfront trail and amenities. The waterfront trail expansion is intended as a public waterfront destination – a place for people to walk, cycle, interact, and celebrate their waterfront. This site will connect the former OPG lands to the waterfront trail system and will create a new 1,300m waterfront trail adjacent to Lakefront Promenade. This large mixed-use development will support future growth.



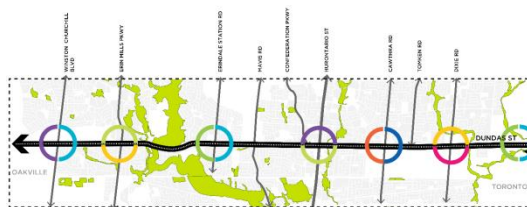
Ontario Power Generation (OPG) is the landowner, but the City of Mississauga is engaged, ready and willing to complete these next steps. [MORE INFO](#)

The City of Toronto has been able to revitalize much of its 43-km lakefront through its funding partnership arrangement with the Provincial and Federal governments (Waterfront Toronto). Toronto has received over \$1 billion from senior levels of government since 1990, whereas Mississauga has received \$4 million in the same time period. The City of Mississauga is eager to receive enhanced funding to proceed with many of its projects along the City’s 22-km waterfront.

Dundas Connects

Dundas Connects is the City's project to produce a master plan for the Dundas Corridor, a plan that will make recommendations on land-use intensification and rapid transit for Dundas Street. The Master Plan will provide for future growth along one of Mississauga's busiest corridors and will complete the regional transit network by linking Kipling Station with two GO stations and Hurontario LRT.

The Master Plan is expected to be endorsed by Council in September 2017. If funding could be made available to ensure that related work is quickly completed, growth and redevelopment along Dundas will follow, and implementation of transit may occur sooner. Related work includes detailed engineering and design studies of the recommended transit option, and implementation of Official Plan Amendments and development permit systems for key neighbourhoods along the corridor.



Building a City that Supports Walking, Cycling and Transit

The City of Mississauga welcomes Provincial support to establish facilities that encourage walking and cycling. Encouraging active transportation has several benefits, including:

- Providing residents with the opportunity to be physically active on a regular basis – this supports Peel Health's campaign in the reduction of child and adult obesity
- Reducing greenhouse gas emissions and road congestion
- Increasing the use of transit and other modes of transportation



We have several important capital projects that would benefit from Provincial funding:

- Constructing sidewalks and trails to encourage children to walk and cycle to school
- Constructing bike lanes and paths to encourage people to cycle to the Hurontario LRT, the Downtown Mississauga Transitway, and Mississauga GO stations
- Constructing safer sidewalks for people with visual challenges by installing tactile plates at key intersections

Parkland, trails, and sports facilities continue to play an important role in the lives of our residents. We are continuing work to acquire and reclaim lands that protect natural areas, connect the waterfront, complete a continuous trail system and support a growing and diverse population. We are also working to enhance and protect the urban forest while maintaining and growing Mississauga's urban tree canopy. We need to build more great outdoor places in Mississauga, including downtown where we are planning to acquire 13.7 hectares of parkland, as well as off-road trail systems, playgrounds, and additional outdoor sports facilities to meet increased demand.

City of Mississauga Recommendations

8. Targeted funding for major City-building projects

V. Affordable Housing and Other Partnerships

Key Points

- ✓ *All levels of government in the GTA must work together*
- ✓ *New municipal powers and revenue tools are required to support housing that is affordable to middle-income households in Mississauga*

Affordable Housing

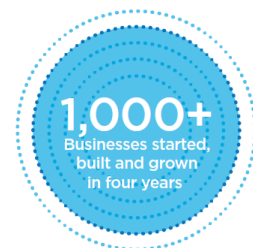
Housing is critical to the success of cities. One-in-three households are spending more than 30% of their income on housing. The cost of housing is increasing; rental vacancy rates are low; the supply of vacant land is dwindling and rising in price; and the cost of infrastructure to support development is increasing.

Mississauga wants all of its residents to be able to secure adequate and affordable housing. Proactive intervention by all levels of government is absolutely necessary to ensure that our communities continue to thrive.

Mississauga is doing what it can to remove existing regulatory and administrative barriers to the development of housing for middle-income households. Enduring and sustainable Federal and Provincial funding is needed for housing that is affordable to middle income households. Programs should recognize developer timeframes and financial considerations. Greater overall systems reform must be in place to ensure the needs of middle income households are addressed at both senior and local governments.

Small Business Enterprise Centre (SBEC)

The SBEC network provides a valuable and dedicated support for small business and entrepreneurs across the Province, providing small business information, consultation, seminars and training programs to a wide demographic profile with ongoing and growing business needs. The City of Mississauga provides SBEC programming through the Mississauga Business Enterprise Centre, and supports enhanced funding for this important program to develop and grow small business, innovation and entrepreneurship in Ontario.



Additional funding for this program would enable SBEC centres to increase service capabilities in areas such as mentoring, creative spaces for entrepreneurs, and business start-up and growth programming, through the expansion of the Summer Company and Starter Company youth programs, and new programming to support older adults and newcomer entrepreneurs. The SBEC centres are a key partner in the Ontario Network of Entrepreneurs (ONE Network) and continued funding and support of SBEC's and the ONE Network will build on an innovation eco-system supporting innovation and entrepreneurship in our community.

Partnerships

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

We look forward to working collaboratively with our Federal and Provincial partners in areas such as:

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

City of Mississauga Recommendations

- 9. Addressing affordable housing needs for middle-income households*
- 10. Fostering stronger relationships between all levels of government*