

# 2018 Federal Pre-Budget Submission

---

## City of Mississauga Priorities for the 2018 Federal Budget

City of Mississauga  
January, 2018



## Executive Summary

The City of Mississauga faces many challenges as the sixth largest city in Canada. In addition to day-to-day pressures, we are faced with new and growing challenges in the areas of climate change, affordable housing and infrastructure maintenance, while ensuring tax rates remain affordable for our residents and businesses.

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 Federal government, including the Federal Gas Tax, Public Transit Infrastructure Fund (PTIF), and the funding through the Clean Water and Wastewater Fund (CWWF). We acknowledge and look forward to partnering together on Phase 2 of the Public Transit Infrastructure Fund (PTIF).

Sustainable funding is key for successful long-range planning. One-time incremental funding is appreciated but presents its own challenges, as it requires that projects be “new” or “unplanned.” It can be difficult for higher-priority projects to access new funding because they typically have been planned for some time and the City has already earmarked funding sources.

With this submission, the City of Mississauga is seeking the Federal government’s commitment to help us address our pressures through stable, on-going support in the following areas:

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

This will ensure that the City of Mississauga’s residents and businesses can be more productive and competitive. We look forward to our continued relationship and future opportunities for collaboration.

## *City of Mississauga Recommendations*

- 1. Funding to assist with the planning, design and construction of the downtown portion of the Mississauga Transitway and Terminal*
- 2. Moving forward with full Regional Express Rail on the Milton GO Corridor including the construction of the “Missing Link”*
- 3. Implementation of Regional Express Rail Service on the Lakeshore West and Kitchener GO Corridors*
- 4. Sustainable funding for infrastructure renewal projects*
- 5. Targeted funding for major City-building projects*
- 6. Addressing affordable housing needs for middle-income households*
- 7. Predictable and sustainable funding for emerging priorities such as climate change and culture and heritage infrastructure*

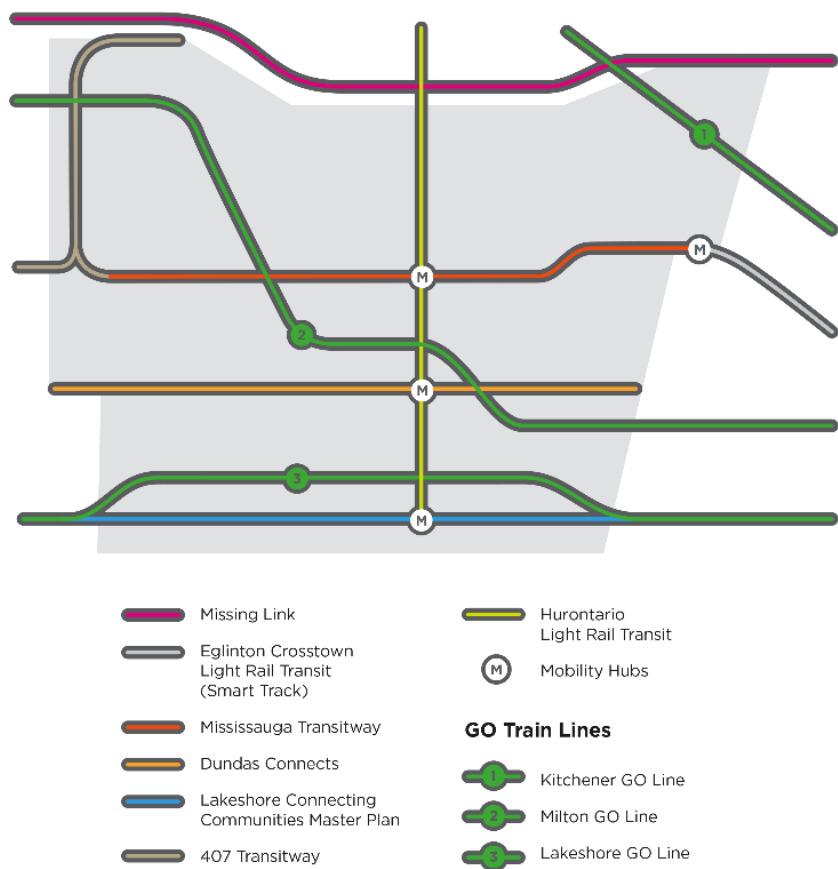
# I. Strategic Transit Investments

## Key Points:

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

The City of Mississauga continues to invest in transit, and desires a safe, reliable and efficient inter-regional transit system. Our priorities include, Hurontario LRT, Mississauga Transitway, Regional Express Rail and Dundas Connects.

## Building Transit in Mississauga



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

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, on-going, dedicated Federal funding is required for new projects.

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

## Downtown Mississauga Terminal and Transitway Connection

The 18-km Mississauga Transitway became 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 has made it faster and easier for commuters to travel to, from and through Mississauga and across the region.

The west and east portions of the Transitway have access to dedicated lanes, but the Downtown portion experiences delays because it relies on accessing local City streets. The completion of the Downtown segment of the Mississauga Transitway, with a dedicated transit corridor and new bus terminal, 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. The new bus terminal will be a combined terminal servicing both Mississauga and GO Transit buses while also providing a seamless connection to the Hurontario LRT. The new terminal will be a critical transit hub servicing Mississauga and the western GTA and providing a vital connection to Pearson International Airport.

Construction of the Mississauga Transitway has been made possible through funding from the Provincial and Federal governments, but the vital link that will be our Downtown Mississauga Terminal and Transitway Connection remains unfunded at this time.

### [MORE INFO ON THE MISSISSAUGA TRANSITWAY](#)

## Regional Express Rail

The City of Mississauga continues to eagerly await 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. The Lakeshore West Line currently has all-day, two-way 30-minute service. The Milton and Kitchener lines operate peak period, single-direction train service only. 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

Through its agency Metrolinx, the province has secured an agreement-in-principle with CN that will allow GO Regional Express Rail to be built along the Kitchener GO corridor. Furthermore, increased service on the Milton corridor is mentioned in the Draft 2041 Regional Transportation Plan. However, no firm timelines or specifics have been committed to by Metrolinx for either of these projects.

## [MORE INFO ON REGIONAL EXPRESS RAIL](#)

### Building the “Missing Link”

The City of Mississauga – together with Toronto, Milton, Kitchener, Cambridge, and Waterloo – continues to encourage 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

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

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 ON THE MISSING LINK](#)

### Dundas Connects

*Dundas Connects* is the City's project that has produced a master plan for the Dundas Corridor, a plan that makes recommendations on land-use intensification and rapid transit for Dundas Street. The Master Plan provides for future growth along one of Mississauga's busiest corridors and completes the regional transit network by linking Kipling Station with two GO stations and the LRT.

Specifically, the Master Plan recommends a Bus Rapid Transit (BRT) facility for the entire length of Dundas Street. The next steps in advancing this transit initiative are the completion of an environmental assessment, detailed engineering and design. Federal funding for this work would ensure that growth and redevelopment along Dundas will follow, and implementation of transit may occur sooner.



## [MORE INFO ON DUNDAS CONNECTS](#)

### *City of Mississauga Recommendations*

- 1. Funding to assist with the planning, design and construction of the downtown portion of the Mississauga Transitway and Terminal*
- 2. Moving forward with full Regional Express Rail on the Milton GO Corridor including the construction of the "Missing Link"*
- 3. Implementation of Regional Express Rail Service on the Lakeshore West and Kitchener GO Corridors*

## II. Sustainable Infrastructure Funding

### Key Points

- ✓ *Mississauga owns \$8.9 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.*

Mississauga's infrastructure is currently valued at \$8.9 billion, with an annual estimated replacement cost of \$338 million (excluding stormwater assets). In 2018, we are only able to invest \$78 million for replacement of our infrastructure, leaving an infrastructure gap of \$260 million. This infrastructure gap remains a substantial, persistent challenge.

One-time incremental funding (such as the PTIF and CWWF grant programs) is appreciated, and assists in temporarily reducing the infrastructure gap, but presents its 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 stable and on-going funding model for infrastructure renewal projects, similar to the Federal gas tax model, would ensure there is sufficient time and resources in place to apply best practices to the management of these projects.



### [MORE INFO ON THE CITY'S INFRASTRUCTURE](#)

### City of Mississauga Recommendations

4. *Sustainable funding for infrastructure renewal projects*



### III. City-Building Initiatives

#### Key Points

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

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

#### Waterfront Development Projects

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 \$1.8 billion from senior levels of governments since 1990, whereas Mississauga has received \$4 million in the same time period. The City of Mississauga is seeking enhanced funding in order to proceed with the development of a sustainable and creative community along its 22-km waterfront. The two projects on the more immediate horizon include the Port Credit Harbour Marina and Inspiration Lakeview.

##### 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. Built by the Federal government in the 1950s and home to the Canada Steamship Lines prior to its evolution into a recreational marina in 1974, this marina with its deep-water basin generates jobs, with significant and unique economic spinoffs. The marina 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.

The City is currently considering options that would provide additional parkland, develop a sustainable public marina, and address erosion issues related to the breakwater. Federal assistance in the revitalization of this infrastructure will be critical.

##### Inspiration Lakeview



Inspiration Lakeview is the City's vision for its eastern waterfront. This large mixed-use development will support future growth. The water's edge is an important component for the revitalization of the Ontario Power Generation (OPG) site, where businesses will thrive and visitors will enjoy the 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. The waterfront trail expansion is intended as a public waterfront destination – a place for people to walk, cycle, interact and celebrate their waterfront.

The land is currently on the market. As per the sale agreement, the purchaser will later transfer a 67 acre portion of waterfront lands to the City for parkland, institutional and cultural uses, consistent with the Inspiration Lakeview Master Plan. The City of Mississauga is engaged, ready, and willing to complete these next steps. Federal assistance for this renewal project would be welcomed.

### [MORE INFO ON INSPIRATION LAKEVIEW](#)

## Building a City that Supports Walking, Cycling and Transit

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 by making cycling and walking a comfortable “first mile, last mile” option



We have several important capital projects that would benefit from Federal 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 additional downtown parkland, off-road trail systems, playgrounds, and additional outdoor sports facilities to meet increased demand.

### [MORE INFO ON MISSISSAUGA'S CYCLING PROGRAM](#)

## *City of Mississauga Recommendations*

### *5. Targeted funding for major City-building projects*

## IV. Affordable Housing and Other Partnerships

### *Key Points*

- ✓ *All levels of government in the GTA must work together*

Partnering with all levels of government is necessary to ensure that the City of Mississauga's residents and businesses can be more productive and competitive. Issues such as affordable housing and climate change can only be addressed by working collaboratively with both the Provincial and Federal governments.

### Affordable Middle-Class Housing

There is a housing affordability issue in Mississauga and the wider GTA. 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.

In 2017, Mississauga took the lead by developing a made-in-Mississauga plan ("Making Room for the Middle") to address issues of housing affordability in our City. The goal of "Making Room for the Middle" is to ensure 35% of Mississauga's housing stock is affordable for middle-income earners. "Making Room for the Middle" is a bold, innovative and practical plan that includes 4 goals and 40 actions developed with the assistance of a group of experts from all levels of government and the private and non-profit sectors.

In 2017, the Ontario government enacted a Fair Housing Plan, which includes 16 measures to "cool" the housing market and increase affordability, many of which are in line with the City's "Making Room for the Middle" plan.

Mississauga is doing what it can to remove existing regulatory and administrative barriers to the development of housing for middle-income households. Proactive intervention by all levels of government is imperative to ensure that our communities continue to thrive. Enduring and sustainable Federal and Provincial funding is needed for housing that is affordable to middle income households.

[MORE INFO ON MISSISSAUGA'S HOUSING STRATEGY](#)

## Climate Change

Climate change is one of the main emerging issues facing the City. Cities have a large role to play in addressing climate change. Throughout the world, more than 50% of the population now lives in cities, and accordingly contribute approximately 70% of global greenhouse gas emissions. In Canada, cities house more than 80% of the population and own a significant amount of infrastructure, and thus will experience significant impact from future climatic changes.

Predictable and sustainable Federal and Provincial funding is needed for climate change action, and municipalities need to be empowered to make the changes required to become low-carbon, resilient communities.

## Culture and Heritage Infrastructure

The development and maintenance of culture and heritage infrastructure is critical to achieving complete, vibrant and economically successful cities. The Ontario Culture Strategy identifies that the province will “work with the Ministry of Infrastructure and other ministries to inform the development of a long-term infrastructure plan for Ontario to better understand and work toward addressing the needs of the culture sector”.

Similarly the Federal government’s Creative Cultural Policy Framework outlines a \$130M-per-year, ten-year commitment to culture infrastructure funding through the Cultural Spaces Fund. However, the grant-based, matching funds requirement of this program fails to meet the need for sustainable and reliable cultural infrastructure funding that is imperative to the success of Canadian municipalities like Mississauga.

### *City of Mississauga Recommendations*

6. *Addressing affordable housing needs for middle-income households*
7. *Predictable and sustainable funding for emerging priorities such as climate change and culture and heritage infrastructure*