

# 2018 Federal Pre-Budget Submission

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## City of Mississauga Priorities for the 2018 Federal Budget

City of Mississauga  
August 4, 2017



## Executive Summary

The City of Mississauga faces many challenges as an established large City in southern Ontario. 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 striving to remain competitive for our residents and businesses.

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

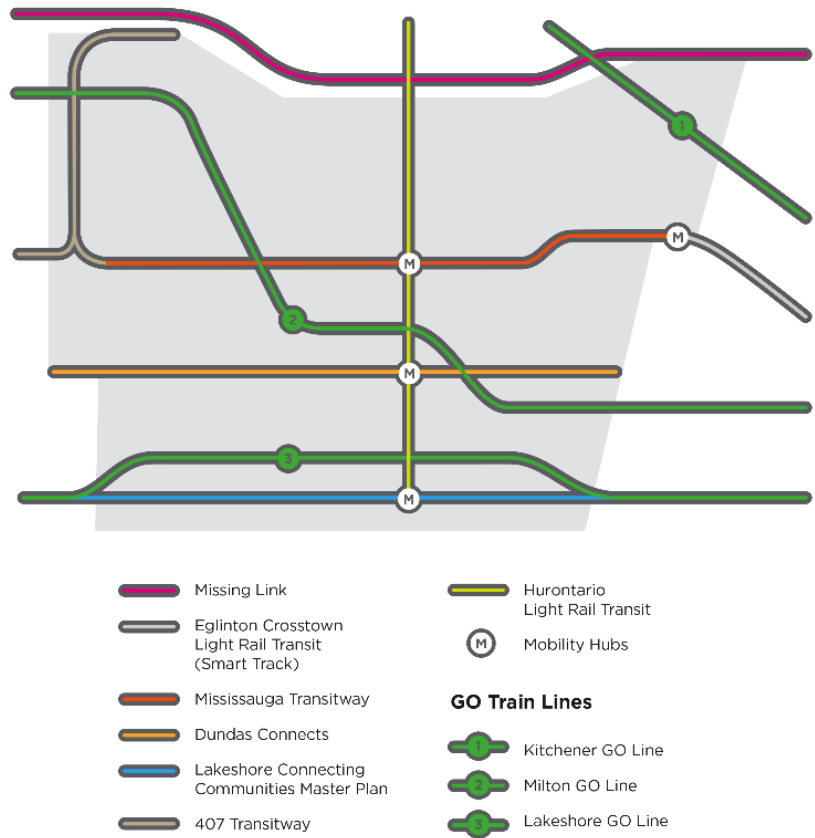
The City of Mississauga acknowledges the funding it is currently receiving from the Federal government, including the Federal Gas Tax, Public Transit Infrastructure Fund (PTIF) and the Canada Cleanwater and Wastewater Fund (CWWF) funding. We acknowledge and look forward to partnering together on the recently announced phase 2 of PTIF.

One-time incremental funding is appreciated but presents its own challenges, as it requires that projects be “new” or “unplanned.” Higher-priority projects cannot access the new funding because 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 areas of strategic transit investments and City-building initiatives, to ensure that the City of Mississauga’s residents and businesses can be more productive and competitive.

## Strategic Transit Investments

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



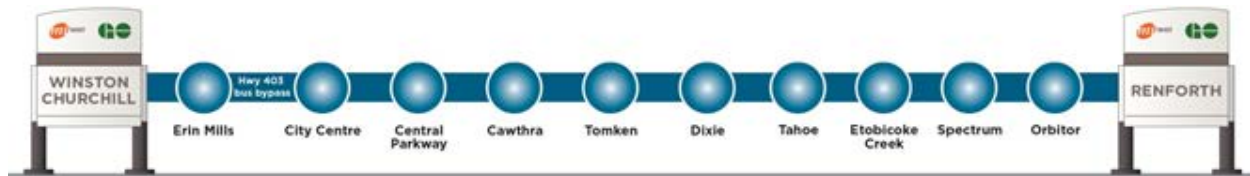
Currently, the City of Mississauga is looking for Federal investment in the following higher-order transit initiatives:

### Downtown Mississauga Terminal and Transitway Connection

The 18-km Mississauga Transitway 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.

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 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 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.



## 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

## 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**  
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

## Sustainable Infrastructure Funding

Mississauga’s infrastructure is currently valued at \$8.5 billion, with an annual estimated replacement cost of \$328 million (excluding stormwater assets). 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.

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



One-time incremental funding (such as the PTIF and CWWF) is appreciated, and assists in temporarily reducing the infrastructure gap, but 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 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.

## City-Building Initiatives

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 eager to receive 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.

### **Other City Building**

#### *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 late 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*

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 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.

## Partnerships with Senior Levels of Government

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 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.

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.

## 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 climactic 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.