

## The Case for Investment in Transportation in Mississauga

To sustain the City of Mississauga's existing network and meet anticipated future needs, new, long-term dedicated funding sources are needed for capital and operational costs associated with the transportation system.

### Background

- Significant growth is expected in Mississauga's population and employment from 2011-2031
- Mississauga will see an additional 70,000 people and 50,000 jobs by 2031
- In addition, neighbouring Halton Region will grow by 260,000 people and 110,000 jobs, and York Region will increase by 440,000 people and 190,000 jobs
- In the next 20 years, Mississauga faces an infrastructure deficit of about \$1.5 billion
- Municipalities own and maintain 65 per cent of Canada's infrastructure, yet receive only 8 cents of every tax dollar collected in Canada
- The City held the *Mississauga Transportation Forum – The Case for Investment* in May 2012 to re-ignite the conversation regarding funding transportation with civic, government and business leaders

### Transportation Rated No. 1 by Residents

- Residents want less congestion, enhanced transit, and a more multi-modal approach to commuting
- A recent Greater Toronto and Hamilton Area (GTHA) study shows 56 per cent of residents don't have access to rapid transit
- A Federation of Canadian Municipalities study indicates that 96 per cent of Canadians want governments to maintain or increase infrastructure investments – second only to health in terms of importance

### The Mississauga Case for Investment

Residents in Mississauga want a transportation system that continues to support transit ridership growth, relieves congestion, keeps goods moving, supports population and employment growth and improves accessibility and mobility for all residents.

Metrolinx, the body responsible for GO Transit and transportation planning at the Greater Toronto and Hamilton level, has a Regional Transportation Plan (RTP) – *The Big Move* – which will help achieve these goals. Nearly all of the Mississauga projects identified in *The Big Move* remain unfunded.

**The following Mississauga projects are included in Metrolinx’s RTP:**

1. Hurontario-Main Light Rail Transit (LRT) – intensified LRT connecting Port Credit and downtown Brampton via downtown Mississauga
2. Rapid Transit on Dundas Street – interregional rapid transit line connecting the western edge of Burlington, through Oakville and Mississauga to Kipling Subway
3. GO Rail – upgrading lines along the Lakeshore, Milton and Georgetown corridors and rail service from Union Station to Pearson and downtown Brampton
4. Rapid Transit to Pearson –connections to Pearson Airport that includes future extension of the Mississauga Bus Rapid Transit (BRT) from Renforth Gateway
5. Lakeshore West – introduction of rapid transit along Lakeshore Road to provide more localized service from Port Credit to Union Station
6. Mobility Hub Local Infrastructure – public realm improvements, such as landscaping, new pedestrian paths, street lighting etc. at Mississauga’s five identified mobility hubs (Mississauga City Centre, Cooksville GO, Port Credit GO, Pearson Airport, Renforth Gateway)
7. Highway 407 Transitway – a Bus Rapid Transit (BRT) which would operate adjacent to 407 through Mississauga and connect Halton and Durham

**These projects are NOT included in Metrolinx RTP but are also priorities for Mississauga:**

1. Cycling Master Plan – Council endorsed a plan to improve and add cycling facilities across the City over a 20-year time horizon
2. Transit Operations and Maintenance – additional investment required to meet future demand and grow ridership
3. Highway 401 Widening – between Trafalgar Road and Credit River – high priority for trucking industry and key for moving goods through Mississauga
4. Highway 410 widening – provide additional capacity by widening to 8 lanes between Highway 403 and Bovaird

## **Next Steps**

Metrolinx is expected to undertake a consultation process for its Investment Strategy. The purpose of the Investment Strategy is to determine how best to provide long-term and stable funding for implementing the RTP. This must be complete by June 2013.

## **Conclusion**

The City of Mississauga has a significant vested interest in sustainable transportation funding in the GTHA. The City will work with Metrolinx to advance the discussion about sustainable, long-term transportation infrastructure funding and funding tools to ensure that Mississauga taxpayers and transportation stakeholders are kept up-to-date.