

BONNIE CROMBIE MAYOR

BRINGING THE SUBWAY TO MISSISSAUGA

A plan to connect our city, secure investment and move towards construction

Mississauga residents spend too much of their lives sitting in traffic. That means less time with family, more money spent commuting and fewer opportunities within easy reach.

Our city needs a transportation network that matches its ambitions.

I will work to extend the Toronto Transit Commission's Line 2 west from Kipling, serving Sherway Gardens and continuing into the heart of Mississauga. My goal is for residents to be able to board a subway in Mississauga and travel directly into Toronto's subway network.

Delivering that connection requires a clear plan: bring governments together, establish the business case, secure funding and advance the engineering and approvals needed for construction.

As Mayor, I will make that work a priority from the beginning of my term.

1. Bring governments together within the first 100 days

Within my first 100 days, I will meet with Ontario, Metrolinx, Toronto and the Toronto Transit Commission to advance a joint business case for extending Line 2 into Mississauga City Centre.

These meetings will seek agreement on the study's scope, leadership, funding and delivery schedule. I will press for a coordinated approach that considers the Mississauga extension alongside plans for Line 2's future capacity, trains and maintenance facilities.

I will also meet with federal representatives to seek support for the planning work and establish a path towards federal participation in funding the project.

Mississauga will come to these discussions with a clear objective and a willingness to do its share of the work.

2. Put the business case in motion

Within those same 100 days, I will bring forward a motion asking Council to initiate Mississauga's participation in the business case, direct staff to negotiate the necessary partnership agreements and identify funding for the City's share of the planning work.

The motion will ask staff to return with a proposed study scope, budget and delivery schedule, drawing on existing studies wherever possible. It will establish a designated City staff lead and regular public reporting.

I will seek to have the jointly funded study underway within the first year, with an agreed target of completing the initial business case within two years of taking office.

The business case will assess:

- Potential routes and phasing serving Sherway Gardens and Mississauga City Centre, including the Dundas corridor and other technically feasible alignments.
- Station locations and connections to the Hazel McCallion Line, GO Transit, MiWay and the Mississauga Transitway.
- Ridership, travel-time savings, accessibility and access to jobs.
- Housing and employment growth around potential stations.
- Construction, operating and long-term maintenance costs.
- Train, power, signalling, storage and maintenance requirements, including effects on the wider Line 2 network.
- Property requirements, environmental impacts and effects on neighbourhoods and businesses.
- Opportunities to phase construction while preserving the ultimate connection to City Centre.

The study will compare the proposal with planned transit investments and credible alternatives, demonstrating the additional benefits a subway would deliver and the resources required to build and operate it.

3. Examine elevated construction to improve affordability and delivery

A subway does not need to run underground for its entire journey.

I will ensure the business case seriously examines elevated construction along suitable sections of the route, including the Dundas corridor, alongside tunnelling and combinations of the two.

That assessment will compare costs, construction schedules, service reliability, noise, visual impacts and effects on surrounding properties. It will also test the engineering requirements for

operating Line 2 trains and connecting the extension to the existing network.

Where elevated construction can reduce costs and construction time while providing reliable service and acceptable community impacts, it should be part of the plan.

The route and construction method will be informed by evidence and public consultation, with a clear explanation of the choices before Council and our funding partners.

4. Secure a funding and delivery partnership

I will make the subway extension a standing priority in Mississauga's discussions with Ontario and Ottawa.

The first funding request will support the business case and early technical work. As the project advances, I will seek commitments for design, environmental assessment, property requirements, construction and the infrastructure needed to operate the service.

A funding and delivery agreement must establish who will lead the project, how costs and risks will be shared and who will own, operate and maintain the extension. It must also address operating funding, fare integration and responsibility for cost increases or changes in scope.

I will seek substantial provincial and federal capital funding. Any proposed municipal contribution will come before Council with a public assessment of its affordability and effect on other City priorities.

The City will also assess appropriate contributions associated with development around future stations, using realistic revenue assumptions.

Residents will be able to distinguish clearly between funding requested, funding committed and costs that remain unresolved.

5. Build one connected transportation network

The subway must connect effectively with the transit that brings people to it.

The business case will examine how a City Centre station can serve the Downtown Mobility Hub and connect with the Hazel McCallion Line and downtown loop, the Mississauga Transitway, MiWay and regional buses.

Planning will prioritize convenient, accessible transfers, reliable feeder bus service and safe walking and cycling connections. The benefits of a subway should reach neighbourhoods across Mississauga.

I will also direct staff to coordinate subway planning with the Dundas bus rapid transit project. That work will identify investments that remain useful under different future scenarios, protect feasible

subway options and avoid unnecessary duplication or reconstruction.

While the subway advances, I will continue pursuing better bus service, delivery of the Hazel McCallion Line and all-day, two-way GO service on the Milton line. Residents need improvements throughout the transportation network.

6. Connect new stations to homes and jobs

A subway extension should support well-planned growth and connect more people to opportunity.

As potential station locations emerge, I will ask staff to assess housing and employment opportunities, municipal servicing needs, public spaces and access to each station. This work will include opportunities for affordable housing and measures to support existing businesses through construction.

Residents, businesses and Indigenous communities will be engaged early enough to help shape the project.

Consultation will address practical questions: where stations could go, how people would reach them, how neighbourhoods could change and what construction would mean for daily life.

7. Set milestones and report on delivery

I will establish a quarterly public progress report showing work completed, spending, upcoming decisions, funding commitments and outstanding responsibilities.

The first-term milestones I will pursue are:

- **First 100 days:** Hold intergovernmental meetings and bring forward the Council motion to initiate the business case and identify planning funding.
- **First year:** Seek a formal partnership agreement and launch the jointly funded study.
- **Within two years:** Target completion of the initial business case and bring its findings and recommended next steps before Council.
- **Remainder of the term:** Work with partners to agree on a preferred route and delivery approach, advance design and environmental work and negotiate funding commitments for subsequent stages.

Progress beyond the business case will depend on its findings, partner agreements and funding decisions. Each stage will identify what is needed to proceed and who is responsible.

A construction and opening schedule will be published once sufficient engineering work and funding commitments support a credible timetable.

My commitment

Mississauga deserves a mayor who can bring partners together and sustain the work required to deliver major transit investment.

I will make the case for our city, pursue the funding we need and report openly on progress.

The goal is a direct subway connection to the heart of Mississauga. This is the work I will begin in my first 100 days to move it towards construction.

A Future You Can Afford. Experience You Can Trust.