
REPORT TITLE: **Queen Elizabeth Way Credit River Bridge – Active Transportation Crossings**

FROM: Andrew Farr, Interim Commissioner of Public Works

RECOMMENDATION

That the implementation and construction of the Queen Elizabeth Way (QEW) Credit River active transportation crossings in the City of Mississauga pursuant to design works for the QEW/Credit River Active Transportation Crossing Project 2017-388P, be approved;

And further, that funding in the amount of \$5,713,802 be approved for the Region of Peel's financial contribution towards the implementation and construction of the active transportation crossings between the Region of Peel and the City of Mississauga, to be set up under Capital Project 20-4134, and financed from the Tax Supported Capital Reserve, R0241;

And further, that the Commissioner of Public Works be delegated the authority to negotiate terms, enter into, and execute any necessary agreements with the City of Mississauga for the funding contribution towards the Queen Elizabeth Way (QEW) Credit River active transportation crossings implementation and construction, in a form satisfactory to the Regional Solicitor;

And further, that a copy of the report of the Interim Commissioner of Public Works, titled "Queen Elizabeth Way Credit River Bridge – Active Transportation Crossings" be forwarded to the City of Mississauga.

REPORT HIGHLIGHTS

- In 2010, the Ontario Ministry of Transportation (the Ministry) initiated an Environmental Assessment (EA) to improve the QEW Credit River Bridge and Regional and City of Mississauga staff identified this as a unique opportunity to address gaps in the active transportation network by providing crossings over the Credit River as well as the QEW highway.
- In 2017, the Region of Peel and the City equally cost shared an EA for the two active transportation crossings and the Ministry incorporated these crossings into their works.
- These crossings support a number of Regional goals and objectives including the 50 per cent sustainable mode share target required to support future growth, the expanded community mobility Term of Council Priority and support the Region's overall vision of a Community for Life.
- City of Mississauga staff have expressed their intent to enter into an agreement with the Ministry with respect to implementation and construction of the two active transportation crossings by financial close of the project on November 16, 2020.

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- In order to facilitate that agreement, Regional staff are seeking delegated authority to negotiate terms, enter into and execute any necessary agreements with the City of Mississauga for the Region's 50 per cent funding contribution towards the QEW Credit River active transportation crossings implementation and construction.
 - Detailed design works are estimated to commence shortly under a P3 delivery model, and construction is estimated to conclude by 2024.
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DISCUSSION

1. Background

In 2010, the Ontario Ministry of Transportation (the Ministry) initiated an environmental assessment (EA) for the QEW Credit River bridge between Mississauga Road to west of Hurontario Street. The EA was completed in 2013 and recommended the rehabilitation of the existing QEW Credit River Bridge and the construction of a new bridge to the north of the existing bridge.

In keeping with the Region's official plan policies, Regional and City of Mississauga staff recognized this as a unique opportunity to work with the Province to integrate active transportation facilities. The 2012 Active Transportation Plan adopted by Regional Council (Resolution 2012-270), identified that the Region collaborate with the City in developing pedestrian and cycling crossings along the Credit River between the Queensway and Lake Ontario and explore partnership opportunities with the Ministry.

In 2016, the Region and the City of Mississauga committed to cost-sharing a Municipal Class EA for active transportation crossings as well as the subsequent detailed design assignment for the preferred crossing locations.

Subsequently in 2017, the Region of Peel and the City of Mississauga completed an EA recommending two active transportation crossings over the QEW highway and the Credit River, referred to herein as the "QEW Credit River active transportation crossings", as shown on Appendix I:

- One over the QEW Highway: From approximately the Stavebank Road terminus to the intersection of Stavebank Road and Premium Way; and
- One over the Credit River: Beneath the existing QEW highway bridge structure.

Following the completion of the environmental assessment, the Ministry initiated the detailed design of the QEW Credit River active transportation crossings as part of their QEW Credit River Bridge improvements project. The delivery model was ultimately changed to a P3 model, under which a single contract is to be awarded for the design, construction and financing of the project.

Under this model:

- Responsibility for the maintenance and operation of the QEW and Credit River Bridge remains with the Ontario Ministry of Transportation.
- The City of Mississauga will own the active transportation crossing over the QEW highway, while the Ministry will own the active transportation crossing over the Credit River.
- The Region of Peel's role is solely as a funding partner.

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This report provides an overview of the significance of the QEW Credit River active transportation crossings to Peel and seeks authority for staff to negotiate terms, enter into, and execute any necessary agreements with the City of Mississauga to proceed with cost sharing the implementation and construction of these crossings.

2. Significance to the Region of Peel

The Region of Peel's 2019 Long Range Transportation Plan and 2018 Sustainable Transportation Strategy (STS) recommend a 50 per cent sustainable transportation mode share by 2041 which is comprised of walking, cycling, transit, and carpooling. In order to achieve this target, the STS has a vision that includes a continuous network of facilities to allow residents to walk from their homes to everyday destinations by eliminating gaps in the active transportation network.

The STS identifies a number of action items, including Action B2, which recommends that the Region "Identify and prioritize solutions to major cycling barriers". The STS identifies waterways as a significant barrier to cycling by offering limited crossing locations and identifies that while local and Regional roads cross waterways, a long section of the Credit River (between Dundas Street and Lakeshore Road) has no crossings for cyclists and pedestrians. As such, the STS recommends that appropriate infrastructure be considered to provide crossings of waterways, including the Credit River.

The STS also identifies freeway crossings as a barrier and recommends that the Region of Peel work with the Ministry to achieve safe and comfortable routes as part of highway projects.

Further, the QEW Credit River active transportation crossings support the Thriving focus area of the Region's Term of Council Priorities by expanding community mobility as these crossings provide east-west and north-south active transportation connections, bridge gaps in the multimodal network, address the challenges of walking and cycling across the Region, and supports a Community for Life.

3. Required Agreement and Next Steps

As a result of the strategic importance of the QEW Credit River active transportation projects in filling critical gaps in the Regional active transportation network, the Region continues to be an equal funding partner with the City of Mississauga for the implementation of the crossings, namely for the EA and detailed design to date. Previous financial commitments for the EA (2016) and detailed design (2017) utilized existing capital budgets in the amounts of \$225,000 and \$305,000, respectively.

Although Regional staff do not anticipate being invoiced for works associated with two active transportation crossings of the QEW/Credit River until construction is complete (2024 at earliest), City of Mississauga staff have expressed their intent to enter into an agreement with the Ontario Ministry of Transportation with respect to the described works by financial close of the project on November 16, 2020. In order to facilitate that agreement, the Region's financial commitment to the project, namely for 50 per cent of the implementation and construction costs, and authority to enter into any necessary agreements with the City of Mississauga, are being sought through this report.

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RISK CONSIDERATIONS

The Ontario Ministry of Transportation's QEW Credit River Bridge improvement project provides a unique opportunity to integrate active transportation crossings and fill critical gaps in the east-west and north-south active transportation networks. The Ministry's P3 model allows projects to be delivered more efficiently and more cost effectively than traditional procurement. The P3 model also protects taxpayers from cost overruns by transferring project risks to the party with the expertise, experience and ability to handle that risk best.

Further, as the Region continues to rapidly grow and develop, there is a need to invest in sustainable transportation modes to sustain growth and achieve a Community for Life. In order to accommodate the travel demand anticipated by future growth, the Region has a goal of a 50 per cent sustainable mode share by 2041. The QEW Credit River active transportation crossings support the Region's mode share goals by filling gaps in the pedestrian and cyclist networks and providing alternatives to automobile trips. In the absence of these critical crossings, the 50 per cent sustainable mode share goal may not be achieved by 2041.

FINANCIAL IMPLICATIONS

The Region's financial contribution for 50 per cent of the costs of implementation and construction of the QEW Credit River active transportation crossings is \$5,713,802 (See Appendix II), to be set up under Capital Project 20-4134, and financed from the Tax Supported Capital Reserve, R0241. Though any necessary agreements with the City will be entered into within the next few months, the Region does not anticipate being invoiced for this amount until project completion (2024, at the earliest).

APPENDICES

Appendix I – Location of the QEW Credit River Active Transportation Crossings

Appendix II – Letter from the City of Mississauga regarding Funding Details

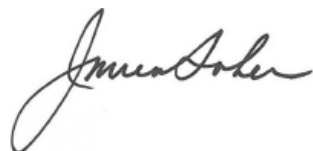
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Reviewed and/or approved in workflow by:

Department Commissioners, Division Directors, Financial Support Units and Legal Services.

Final approval is by the Chief Administrative Officer.



J. Baker, Chief Administrative Officer