

Ministry of Transportation  
 Provincial Planning Branch  
 777 Bay Street  
 Toronto, ON M7A 2JA

November 19, 2025

Re: [ERO 025-1035](#)

The City of Mississauga has reviewed the proposed legislative changes shared through the above listed registry posting and would like to provide the following comments and suggestions for your consideration.

#### Description of Changes and Comments to the Province

Summary of Proposed Provincial Changes	Staff Comments on Potential City Impacts / Comment to Province
<p>Proposed changes include</p> <ol style="list-style-type: none"> <li>1. Reducing notice periods for Obstruction Removal and Preview Inspections: The notice period for Obstruction Removal and Preview Inspections to third-party landowners will be reduced from 30 days to 15 days.</li> <li>2. Expanding Corridor Control and Municipal Service and Right of Way Access: Parts II (Corridor Control) and V (Municipal Service and Right of Way Access) of the BTFA will apply not only to construction but also to operations and maintenance of transit projects.</li> <li>3. Expanding the application of Municipal Service and Right of Way Access to other municipal infrastructure: The scope of municipal service and right of way access orders under Part V of the Act will be broadened to include “buildings, bridges, tunnels and life safety systems” which are required for project delivery.               <ul style="list-style-type: none"> <li>o Permitting the Minister to add other municipal infrastructure under Part V: The Minister can prescribe, by</li> </ul> </li> </ol>	<p>While municipalities remain committed to supporting the delivery of provincial transit priorities, Staff raise the following concerns:</p> <ol style="list-style-type: none"> <li>1. Municipalities require full visibility and approval authority to ensure that assets (many of which coexist within the same corridor) are managed safely, efficiently, and in alignment with long-term city-building plans.</li> <li>2. Proposed changes would enable unilateral decisions that could override local expertise and priorities, without meaningful municipal consultation or recourse. Municipalities are best positioned to understand the constraints, risks, and interdependencies within their networks, and should remain a required decision-making partner.</li> <li>3. Municipal right-of-way management is central to coordinated city-building. It ensures that transit delivery, utilities, active transportation, and growth-related infrastructure proceed in an integrated manner. In the absence of the regulation text, it's difficult to determine the full</li> </ol>

<p>regulation, additional municipal infrastructure for which municipal service and right of way access order applies to.</p> <p>4. Expanding Municipal Service and Right of Way Access to add relocation and alteration of, and connections to municipal services, right of way, and infrastructure: Currently Part V of the Act is limited to use, access to and modification of the same.</p> <p>5. Providing the Minister the option to delegate its powers under Part V: The Minister will be able to delegate authority to issue municipal service and right of way access orders to Metrolinx, or an MTO official through regulation, upon such delegation conditions as the Minister deems appropriate and depending on the circumstances of the project.</p>	<p>implications of this change as it may eliminate municipal decision-making authority within the Right of Way (ROW) on any type of infrastructure in the future.</p> <p>4. Infrastructure owners are permitted to maintain their existing infrastructure. However, if they plan to upgrade or relocate, they must adhere to our ROP bylaw, which mandates both internal and external reviews to prevent conflicts. If this legislation is passed, it seems that these requirements may no longer be necessary. This could lead to conflicts in the field and would result in additional City resources being needed to resolve these issues.</p> <p>5. Staff recognize the importance of expediting transit delivery but emphasize that speed should not come at the expense of accountability, transparency, and local coordination. A balanced approach is required. The current process preserves municipal control over local infrastructure and day-to-day operations, and ensures that the Province and its agencies operate as partners, not as unilateral authorities. The Province should instead consider establishing formalized collaboration frameworks, defined dispute resolution processes (and enact them more effectively where they are already in place), and joint planning protocols that respect municipal jurisdiction and technical expertise.</p>
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If you have any questions or require additional information, please contact Amina Menkad, Planner at (905) 615-3200 ext. 5545.

Sincerely,



Ben Phillips  
Executive Manager, Official Plan

cc. Leadership Team  
Jason Bevan, Director, City Planning Strategies

Lia Magi, Deputy City Solicitor