

City of Mississauga Corporate Report



Date: 2018/01/04

To: Chair and Members of General Committee

From: Janice Baker, FCPA, FCA, City Manager and Chief
Administrative Officer

Originator's files:

Meeting date:
2018/01/17

Subject

Mississauga Matters: Summary of Priority Issues and Engagement Strategy for the 2018 Provincial Election

Recommendation

1. That the report "Mississauga Matters: Summary of Priority Issues and Engagement Strategy for the 2018 Provincial Election" be endorsed as the City of Mississauga's priority issues pertaining to the June 7, 2018 Ontario general election.
2. That the engagement tactics recommended in the report entitled "Mississauga Matters: Summary of Priority Issues and Engagement Strategy for the 2018 Provincial Election" be approved for implementation.

Report Highlights

- The Ontario general election is scheduled to be held on June 7, 2018.
- The Province of Ontario is an important partner in ensuring the City of Mississauga meets its objectives, realizes its vision, and achieves its city-building priorities, specifically through proper funding mechanisms and legislative authority.
- A provincial election affords the City of Mississauga the opportunity to engage with political leaders and candidates on key issues of importance. While there are many issues of importance between the City of Mississauga and the provincial government, it is recommended that the City focus on just four in our engagement strategy: public transit, sustainable funding for infrastructure, affordable, middle-income housing, and reducing the burden on municipalities through legislative changes, including amending the Payment in Lieu of Taxes (PILT) formula.
- The proposed name of the City of Mississauga provincial election strategy is "Mississauga Matters".

- A number of engagement tactics are outlined that range from simple fact sheets for the general public, online engagement, a full debate of the party leaders or their representatives, and candidate and stakeholder information sessions.

Background

The Province of Ontario has announced that the next general election will take place on June 7, 2018. The writ period is anticipated to begin on May 9, 2018.

The City of Mississauga is an important stakeholder to the province and our residents will be directly affected by the outcome of the 2018 provincial election. It is important that the City of Mississauga not only makes its top priorities known to the local candidates and party leaders, but also engages residents, businesses and key stakeholders to demonstrate the importance of Mississauga's priorities and why Mississauga matters to them. Our City is home to six provincial ridings.

Over the past many provincial and federal election cycles, the City of Mississauga has developed and deployed advocacy and engagement strategies. These previous engagement strategies have informed residents, businesses, and stakeholders about important municipal priorities and engaged them as supporters of the City's message. They have also informed local candidates running in the six local provincial ridings about the City's priorities and what our expectations are for the party that forms the next provincial government.

The purpose of this report is to summarize the priority issues for the City and outline an engagement strategy for stakeholders, candidates, and provincial parties during the 2018 provincial election.

Comments

APPROACH

The strategy will aim to keep the number of issues manageable focusing on key priorities as identified by Council. If the strategy has too many messages or too many priorities, it will be difficult to engage our target audiences and deliver our message effectively.

Using the 2017/18 provincial pre-budget submission as a guide, the overall message to provincial parties and candidates will be:

"Mississauga needs a committed provincial government partner to provide consistent, predictable and long-term funding and the legislative authority to allow us to build Mississauga into a world-class city."

This message will underpin the entire strategy and shape the messaging of each of the priority areas: public transit; sustainable funding for infrastructure, and affordable, middle-class housing. Additionally, through engagement efforts we will advocate to local candidates and party leaders specifically about the need for legislative reforms in other areas such as the formula for Payments in Lieu of Taxes (PILTs), greater municipal autonomy and revenue tools, and joint and several liability. These issues in particular demonstrate the need for municipalities to receive a greater share of revenue and for the province to reduce the financial burden it places on municipalities through its legislation.

It is proposed that the strategy be titled “Mississauga Matters” to demonstrate not only the importance of our City to the next provincial government, but also to local residents, businesses and stakeholder groups. The title has an additional meaning as through the engagement strategy will also be discussing priority matters pertaining to the City of Mississauga. This title has been used for previous provincial election campaigns and has been effective.

During the 2015 federal election, the Federation of Canadian Municipalities (FCM) conducted a campaign called “Hometown Proud,” where they sought to make local infrastructure priorities into national priorities. It was highly effective with many of the planks adopted into the platforms of the main parties. Similar to the “Hometown Proud” campaign, our strategy will aim to connect the City’s main priorities to those of residents, businesses and key stakeholders, and in turn, to local candidates and their political parties. Our objective will be to demonstrate that Mississauga’s priorities are supported by local residents, businesses and stakeholders, and as such, should also be the priorities of each party and local candidate.

In 2016, The Association of Municipalities of Ontario (AMO) undertook research on the financial situation of municipalities across the province and developed a document released in 2017 entitled, “The Local Share.” The main conclusion of this report is that municipalities are underfunded resulting in an annual municipal infrastructure gap of \$4.9 billion. AMO concludes that to close this gap will require consistent, predictable, and increased provincial (and federal) funding, or an increase of property taxes on average of eight per cent (8%) annually for the next ten years. AMO has recommended dedicating an additional one per cent (1%) of the HST to municipalities to close this gap. To date, the main three political parties have rejected this proposal. However, the facts as presented by AMO are compelling and underscore the fiscal shortfall and pressure that municipalities currently face. Moreover, the data supports the position that the province must take action to help municipalities close this gap. Our strategy will use this data to demonstrate the need for all political parties and local candidates to take notice of the City of Mississauga’s priorities and the fiscal challenges confronting all municipalities.

PRIORITY ISSUES

The four proposed priority areas of focus for our engagement strategy include:

- **Connected, seamless, rapid public transit:** specifically the full funding and completion of the Hurontario LRT; all-day, two-way GO Train service on all three Mississauga GO Train corridors, in particular the Milton Corridor; and the construction of The Downtown Mississauga Terminal and Transit Way Connection.
- **Sustainable funding for infrastructure:** including parks, trails, community centres, water and wastewater, roads, bridges, and other essential infrastructure.
- **Affordable, middle-class housing:** The City of Mississauga has made building affordable housing a priority to address the housing affordability problem in our city. There are seven actions in the “Making Room for the Middle”, a housing strategy for Mississauga that the provincial government can utilize to make it easier for the City to incentivize the building of middle-income, affordable housing.
- **Reducing the burden on municipalities through legislative changes:** Municipalities are often burdened by provincial legislation and formulas. For instance, the Payment in Lieu of Taxes (PILTs) formula has not been altered in over 15 years, meaning the City is not provided its fair share of revenue by those who pay PILTs. As well, the province must do more to develop a new municipal funding framework that includes greater autonomy and revenue tools for municipalities. Finally, through simple legislative changes to areas such as joint and several liability, interest arbitration, and others, the province can reduce the financial burden on municipalities and help them manage escalating costs.

For each of these priority issues, messaging, communications materials, and engagement tactics will be developed.

i. **Public Transit**

From the City's Citizen Satisfaction Survey and polls taken during the City's Budget tele-town halls, transit and transportation, and by extension congestion, remain top concerns and priorities for residents. The City and Metrolinx are working together to build a regionally-integrated public transit system that includes light rail, bus rapid transit, and regional express rail (RER). Regionally-integrated rapid transit is critical to the growth of Mississauga and to our local economy. Our strategy will make building regionally-integrated rapid transit one of the priority issues and will demonstrate to the parties, local candidates and to residents, businesses and other stakeholders, the great need to invest in and build rapid transit in Mississauga to better move people throughout our City and across the GTA.

The City of Mississauga has a strategic vision that is only achievable if reliable, sustainable public transit systems are built. The City has worked closely with the provincial government and its transit agency, Metrolinx to build new public transit in our City, including most recently the Mississauga Transitway. Mississauga's objective to significantly increase transit ridership means there must be in place higher-order systems and mobility hubs, improved travel times and strategies that support transit.

The City continues to make significant investments in public transit, but we require additional investment from the provincial (and federal) government to realize our long-term transit objectives. It is critically important to Mississauga that the next provincial government is committed to continuing to work with the City to build transit, as well as to provide long-term, sustainable, and predictable funding. This includes maintaining the commitment to at least doubling of the gas tax, as was proposed by the current government in 2017. As proposed, by 2022 the City will receive approximately \$32 million annually through the Provincial Gas Tax.

The overall request from the provincial parties and local candidates will be for long-term, dedicated, and predictable funding to build and expand transit services in Mississauga. At the same time, Mississauga has a number of priority transit projects that were endorsed by Council in the *"Transit Initiatives and Priorities in the City of Mississauga"* corporate report of the April 12, 2017 Council meeting and have been included in our previous pre-budget submissions. These projects are essential to the growth of Mississauga and will allow us to achieve our long-term transit objectives. Our strategy will focus on the following transit priorities:

The completion of the Hurontario LRT: While planning and design work is well underway on the Hurontario LRT, including the issuance of the RFP for construction, and funding has been committed by the Province of Ontario and the City of Mississauga, the project is not yet complete. It is important that all political parties and candidates understand the importance of this project to the growth of Mississauga and commit to fully funding and supporting it should they form the government.

All-Day, Two-Way GO on all three Mississauga corridors, in particular the Milton Corridor and a commitment to the Missing Link: Regional Express Rail (RER) on all three Mississauga GO Train corridors is essential for our future growth and economic competitiveness. All-day, two-way, 30 minute service on the Lakeshore West corridor has made a significant difference for commuters in the south of Mississauga. Additional service, including electrification has been committed to on the Lakeshore West Corridor. The same service has been discussed on the both the Kitchener and Milton Corridors; however only in recent months has a commitment been made for the Kitchener Corridor to receive all-day, two-way GO

service. Increased service on the Milton Corridor is mentioned in the Draft Regional Transportation Plan 2041 (RTP) that was approved by the Metrolinx Board in December 2017, but no firm timelines or specifics have been committed to by Metrolinx or the province.

Despite being the second busiest corridor in the GO Transit network, serving over 20,000 passengers per day, all-day, two-way GO service on the Milton Corridor has not yet been committed to by the province. This is due in large part to the fact that the corridor is owned by CP Rail. However, with over 77,000 jobs along this corridor in Mississauga, serving 6 stations, all-day, two-way service on this corridor is vital to Mississauga, providing a seamless and rapid east-west connection between Mississauga and Toronto – a “surface subway” in many respects.

In 2015, the City of Mississauga partnered with the cities of Toronto, Milton, Kitchener, Cambridge, Waterloo, and the Region of Waterloo on a feasibility study titled, “The Missing Link.” The Missing Link is a plan to divert the freight rail traffic from the CP Rail Corridor to the existing CN Freight Rail corridor to the north. The Missing Link is the ultimate objective, but it is a large scale undertaking with national implications. In the short term, Metrolinx can work with CP Rail to find solutions to increase service and achieve all-day, two-way service.

This engagement strategy will seek to educate stakeholders, residents, political parties and candidates about the importance of this corridor and the need for increased service. The strategy will then engage residents, business and stakeholders to use their voice to apply pressure on local candidates and parties to make a commitment to a timeline for this priority.

The Downtown Mississauga Terminal and Transitway Connection: On December 18, 2017, the final station on the Mississauga Transitway was opened. However, to fully complete the project requires a downtown Mississauga connection and new transit terminal. The downtown section of the transitway is the busiest and at present, buses are operating in mixed traffic. The Downtown Mississauga Terminal and Transitway Connection is a crucial section of infrastructure and a new transit terminal that will create a central mobility hub for MiWay and GO Transit buses, as well as the Hurontario LRT. Building this terminal and connection will provide relief for both transit vehicles and vehicular traffic in the downtown core, especially along Rathburn Road (*see Appendix 1*).

The Downtown Mississauga Terminal and Transitway Connection are included in Council’s approved transit priorities and will require significant capital funding from the provincial government. The project is a priority for the future growth of the downtown core and must be a priority for the provincial government and local candidates.

Questions for political parties and local candidates:

- Will you and your party fully commit to maintaining the 100% provincial funding for the Hurontario LRT?
- Will you commit to increasing train service on the Milton GO corridor, including all-day, two-way service?
- What revenue tools does your party support to ensure priority public transit systems are built in Mississauga and across the GTHA?

Message to residents, businesses and stakeholders:

- To reduce congestion and traffic, and to continue to grow our local economy, Mississauga needs predictable, long-term, and sustainable provincial funding to build local and regional rapid transit.

ii. Sustainable Infrastructure

The quality of life of Mississauga residents depends on basic infrastructure like roads, bridges and water and wastewater systems, but also on parks, trails, community centres and other amenities being in a state of good repair. In 2018, Mississauga has an estimated \$8.9 billion worth of infrastructure assets.

In recent years, there has been a significant focus on the growing municipal infrastructure deficit, including the recent Association of Municipalities of Ontario (AMO), “Local Share” campaign. AMO estimates that Ontario faces an annual municipal infrastructure deficit of \$4.9 billion each year for the next 10 years. To close this gap through property taxes alone would require raising property taxes by an average of 8% annually for the next 10 years.

Mississauga’s infrastructure is funded through a combination of property taxes, debt financing, gas tax, development charges, as well as reserve funds the City has set aside. The City of Mississauga needs more than \$338 million every year to put funds away for replacement of future infrastructure needs. In 2018, the City will only raise \$37 million through property taxes and \$41 million through gas tax for existing infrastructure, leaving a funding shortfall of \$260 million. Still it’s not enough. The City needs to continue to apply the two percent infrastructure and debt repayment levy in order to manage our infrastructure and keep our foundations strong (see *Appendix 2*).

To maintain Mississauga’s infrastructure in a state of good repair, long-term, predictable and sustainable infrastructure funding is required. Municipalities own 60% of all infrastructure in Canada, yet only receive 8-10% of all tax revenues. Municipalities like Mississauga need provincial (and federal) governments to provide

more funding for infrastructure. The annual infrastructure gap only continues to grow; we need the province to do more to assist Mississauga in closing this gap.

The City has already developed some excellent materials to show residents what our infrastructure consists of, including a brochure that has already been used in our provincial and federal advocacy efforts. We will use this work as a base to showcase to provincial parties and candidates, as well as residents, the need for provincial funding. The approach will be to demonstrate the types of infrastructure that residents enjoy (trails, community centres, roads and bridges, etc.) is at risk if we do not secure sustainable funding from the provincial government.

Questions for political parties and local candidates:

- Do you and your party commit to developing long-term, predictable, and sustainable funding programs from the provincial government to specifically fund the building and maintenance of municipal infrastructure?
- Will you commit to working with municipalities like Mississauga to develop new revenue tools to help us fund our capital infrastructure needs?

Message to residents, business and stakeholders:

- Mississauga owns \$8.9 billion infrastructure ranging from roads and bridges, to trails, parks, community centres, and much more that impacts the lives of residents every day. We need a committed provincial partner to provide sustainable, long-term and predictable infrastructure funding to build Mississauga into a world-class city.

iii. Affordable, Middle-Class Housing

In 2017, Mississauga took the lead by developing a made-in-Mississauga plan to address issues of housing affordability in our City. The goal of “Making Room for the Middle” is to make 35% of Mississauga’s housing stock affordable (\$250,000 - \$400,000 ownership/\$1,200 per month rental) for middle income earners (\$55,000 - \$100,000 household income). Housing is considered “affordable” when a household pays less than 30% of their income on housing. In Mississauga, more than 33% of households are spending more than 30% of their income on housing, demonstrating a significant housing affordability issue exists in Mississauga.

There is a housing affordability issue in Mississauga, and the wider GTA. In fact, the Ontario Government enacted a Fair Housing Plan in 2017 with 16 measures to “cool” the housing market and increase affordability. Many of these measures were in alignment with the City’s “*Making Room for the Middle*” plan, adopted by Council on October 25, 2017. However, within the 40 recommendations in our strategy, six specifically require provincial support or legislative changes to provide the City with

more authority and ability to achieve our objective of incentivizing the building of affordable, middle-class housing. These include:

1. Petition senior levels of government (Peel, Provincial and Federal Governments) to create enduring and sustainable funding programs that realize developer timeframes and financial needs
2. Appeal to senior levels of government (Peel, Province and Federal Governments) to provide affordable home ownership assistance to individuals
3. Petition the Province to expand municipal revenue tools
4. Petition senior levels of government to consider taxation policies that incent affordable housing that include but are not limited to:
 - a. the creation of second units
 - b. rehab of existing purpose built rental housing
 - c. new purpose built rental housing
 - d. GST rebates or exemptions
5. Appeal to Federal and Provincial governments to explore tax credits and exemptions for affordable housing including but not limited to:
 - a. income tax credit (e.g. second unit homeowners)
 - b. land transfer tax exemptions
 - c. create land value capture tools for municipalities
 - d. low income housing tax credits
6. Petition senior levels of government to provide standardized local housing data and consistent methodologies to measure housing affordability

Questions for political parties and local candidates:

- Do you and your party commit to working with the City of Mississauga to provide us with the tools we need to incentivize the building of affordable, middle-class housing?

Message to residents, businesses and stakeholders:

- Mississauga residents should be able to live and work in their community without fear of being priced out of the market. Our City needs a committed provincial government partner to help incentivize the building of affordable, middle-class housing.

iv. **Reducing the burden on municipalities through legislative changes:**

There are a number of pieces of provincial legislation and payment formulas that result in increased financial pressures on municipalities like Mississauga. Through simple changes, the province could greatly assist municipalities with the financial pressures we face, with little to no impact on the province. The City has included

these recommendations in its provincial pre-budget submissions for a number of years. They include:

Payments in Lieu of Taxes (PILTs): The formula for calculating PILTs has not changed since it was set in 2001. Specifically for Toronto Pearson Airport, the PILT does not account for cargo traffic, which impacts municipal services and is capped at five per cent (5%) annually. The PILT rate remains the same, while municipal taxes have increased along with the annual revenues for Toronto Pearson. The City is asking for the province to increase the PILT rate paid by the Greater Toronto Airports Authority from \$0.94 to \$1.90 and remove the PILT cap completely.

For colleges and universities, the PILT rates have not been raised since 1987. The City simply asks for the rates to be increased to 2017 levels and then indexed to inflation every year after.

Greater autonomy or new frameworks for revenue tools other than property tax: As noted, the City of Mississauga has limited ways to raise revenue outside property taxes and user fees. At the same time, the financial pressures continue to rise and our ability to provide quality services is made more difficult. As per the AMO “Local Share” campaign, there is a \$4.9 billion annual funding gap for municipalities in Ontario. Municipalities like Mississauga are open to the idea of receiving more powers to raise revenues on our own, but to date the province has been reluctant to provide these powers, save for the recently announced Hotel Tax. Additional revenue powers and a new framework for municipal funding with the provincial government are necessary.

This message has been delivered consistently by the City of Mississauga and AMO for many years.

Additional areas of concern: The City has also been working with AMO for a number of years on changes in legislation with respect to interest arbitration, joint and several liability, development charges, and others. Simple changes to legislation would greatly reduce the financial burden on municipalities like Mississauga, with little impact on the province.

Questions for political parties and local candidates:

- Do you and your party commit to working with the City of Mississauga and other municipalities on a new funding framework for municipalities, including new revenue tools and greater autonomy?
- Do you commit to amending the PILT formula for both the GTAA and colleges and universities to reflect current realities and ensure Mississauga is afforded its fair share of funding?

Message to residents, businesses and stakeholders:

- The City of Mississauga must receive its fair share of revenue and not be hampered by legislation and regulations that place additional and unnecessary financial burdens on municipalities. Through simple changes to existing provincial legislation and funding formulas, the financial burden on Mississauga would be reduced allowing for greater investment in our City priorities.

TARGET AUDIENCES

The City of Mississauga's provincial election strategy will have three distinct target audiences:

- Political parties and party leaders
- Local party candidates registered with Elections Ontario in Mississauga's six provincial ridings
- Residents, businesses, and other important stakeholders and groups.

The overall messages will be tailored to suit each of these audiences in an effort to achieve maximum engagement from each group. For the vast majority of residents, basic messages and information will likely be sufficient. However, for those residents, stakeholders and candidates who wish to learn more, additional corporate reports, technical documents, and reports will be made available on each of our priority issues.

ENGAGEMENT TACTICS

In past federal and provincial election campaigns, the City of Mississauga has employed various engagement tactics with stakeholders and candidates, including:

- Corporate reports to Council
- Resolutions of Council
- Website and online engagement, including social media
- News releases and other public communications activities
- Questionnaire to local candidates and party leaders
- A debate in the Council chambers
- Engaging businesses and residents to seek their input and support
- Partnership with the Region of Peel
- Mayor's videos

The election is just over 4 months away, which provides us with adequate time to properly develop a strategy, a suite of tactics, and a roll out schedule in the months to come.

The design of the campaign and the look and feel of the visual collateral will be based off existing materials. See Appendix 3 for a proposed rendering of the design of the campaign materials.

The engagement tactics fall into three categories:

i. General Engagement:

- Corporate report and resolutions to Council
- News releases and media alerts
- Web information, including:
 - Information for candidates and residents on the City's priority issues
 - Downloadable and shareable fact sheets
 - Videos and shareable content including infographics
 - 'Keep me Posted' email alerts
 - Short videos on issues
 - 'Get out the vote' message
- Information links to candidate's running in each riding
- Social media outreach
- Outreach to both mainstream and ethnic media
- Partnerships with the Region of Peel and other local municipalities where applicable
- Partnerships with other local agencies (i.e. MBOT, Peel Region, United Way, residents' associations, etc.), as well as industry organizations like AMO and FCM

ii. Targeted Resident and Stakeholder Engagement:

- Video(s) specific to each of the three issues, designed to be easily shareable across multiple media platforms
- Printed information (not intended for every household but to be distributed at the City's facilities, public meetings, etc.)
- Standardized messages for residents and businesses to send tailored and targeted messages to candidates and parties in support of Mississauga's priorities.
- Printable post card for residents and businesses to mail to parties and candidates
- All stakeholder meeting to inform our key partners about the City's priorities

iii. Targeted Candidate Engagement:

- MP/MPP educational breakfast (scheduled for Jan. 23rd, 2018)
- Open letter from Mayor to all local candidates *
- Open letter with questionnaire to all party leaders
- All candidates information forum
- Candidate debate **

** The City will only engage with official political parties and local candidates registered with Elections Ontario.*

*** Please note: the candidate debate will be limited to the Progressive Conservative Party of Ontario, the Ontario Liberal Party, the New Democratic Party of Ontario and the Green Party of Ontario. This is based on the criteria accepted by Council during previous election campaigns in 2007 and 2014 where any political party that had achieved one per cent, or greater, of the vote during the previous provincial election, would be included.*

Financial Impact

Total costs for this strategy will not exceed \$50,000 if all engagement tactics are all deployed. Costs will be funded through existing local budgets and any costs that cannot be absorbed will be from the contingency reserve.

Conclusion

The City should engage the political parties who wish to govern Ontario, on our key issues of importance. A robust engagement and advocacy strategy supports this goal.

Attachments

Appendix 1: Downtown Terminal Transitway Connection

Appendix 2: Infrastructure Brochure

Appendix 3: Mississauga Matters Presentation Materials



Janice Baker, FCPA, FCA, City Manager and Chief Administrative Officer

Prepared by: Robert Trewartha, Chief of Staff, Mayor's Office

Downtown Mississauga Terminal and Transitway Connection

One of Mississauga's highest priority transit projects is the Downtown Mississauga Terminal and Transitway Connection. This project will better integrate and complete transit connections in the downtown core. It will connect the western and eastern section of the Mississauga Transitway with a dedicated transit corridor and a new bus terminal.

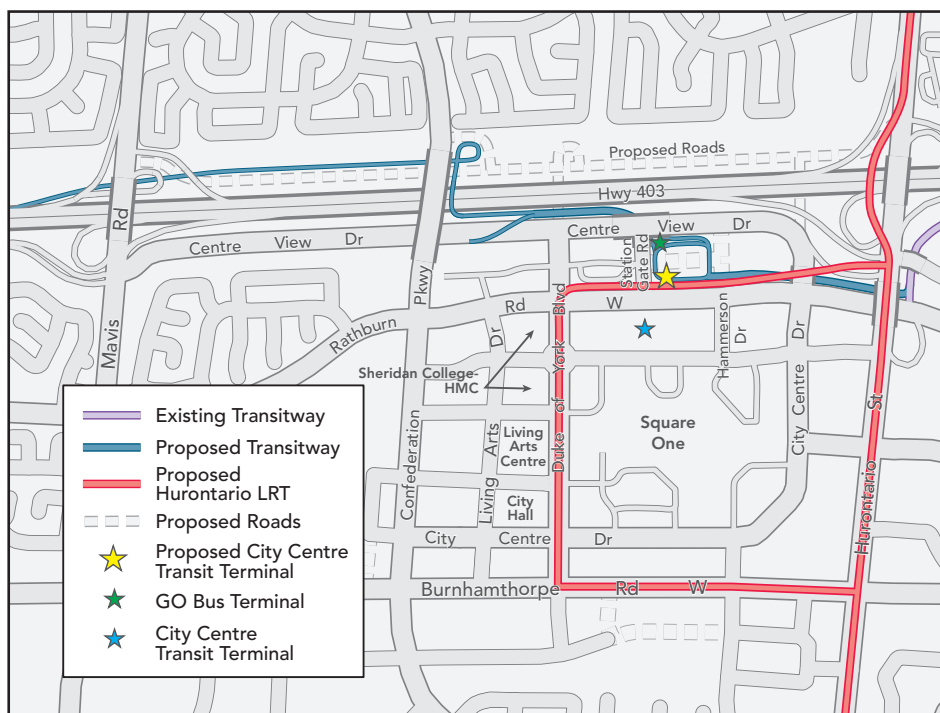
The Mississauga Transitway east and west of the downtown is slated for completion in September 2017; however, the busiest section still remains in mixed traffic. A dedicated transitway corridor through the City's downtown core is needed to improve efficiency of MiWay and GO Transit travelling on the transitway.

The Downtown Mississauga Terminal and Transitway Connection is a crucial section of infrastructure and a new transit terminal that will create a central mobility hub for MiWay and GO Transit buses and the Hurontario Light Rail Transit (HuLRT). The HuLRT will stop in the downtown core when constructed in 2022. This infrastructure will also relieve vehicular traffic in the downtown core, particularly along Rathburn Road.

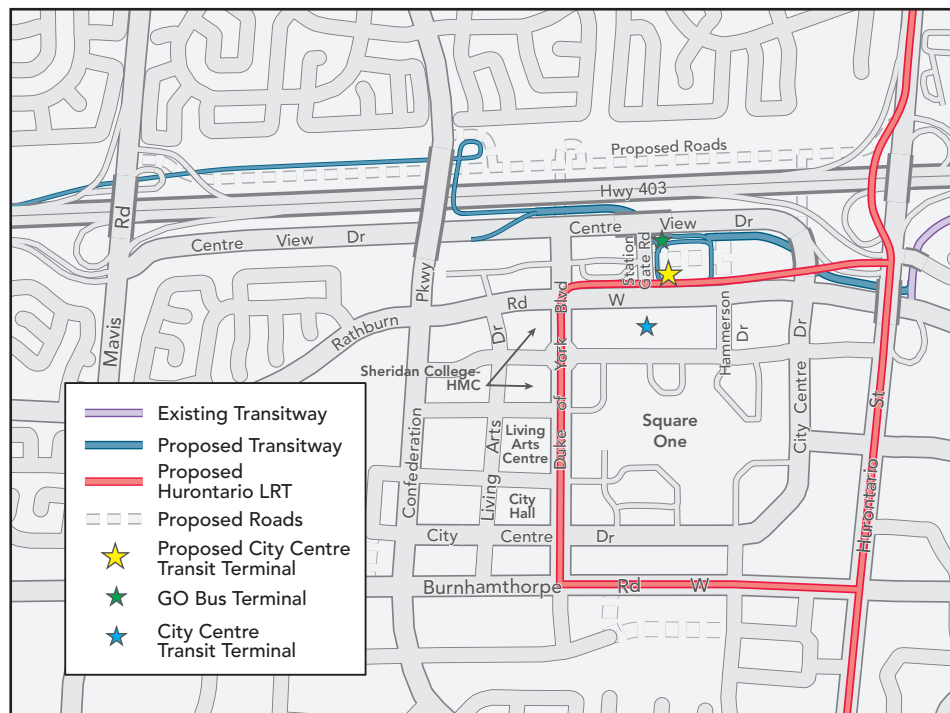
The proposed terminal location is on the northeast corner of Rathburn Road and Station Gate Road. This parcel of land is owned by Oxford Properties Group. Land exchanges between the City, the Ministry of Transportation and Oxford may be possible.

The proposed section of the transitway travelling easterly from the proposed terminal has two alignment options:

1. On the north side of Rathburn Road



2. On Centre View Drive



West of the terminal, both options will travel alongside Centre View Drive and over Highway 403 on the east side of Confederation Parkway. The dedicated corridor will loop and continue west on the north side of Highway 403 and merge onto Highway 403 bus bypass lanes west of Mavis Road.

Determining the footprint of the proposed downtown Mississauga terminal would assist in freeing up lands for the City's transit priorities and allow Oxford Properties Group to plan development on their properties.

A much needed connection to the west portion of the Mississauga Transitway could proceed quickly due to a previously approved Environmental Assessment in 2004.

Background:

- The Mississauga Transitway is a 18 kilometre dedicated bus corridor planned and built in partnership with Metrolinx.
- The transitway follows along the corridors of Highway 403, Eastgate Parkway and Eglinton Avenue, allowing commuters to avoid these busy and congested highway/road corridors
- There are 12 stations beginning at Winston Churchill in the west and ending at Renforth Drive
- The dedicated bus corridor is reducing travel times and making travel more efficient
- The transitway provides travel connections from Renforth Station to Toronto Pearson International Airport and the Bloor-Danforth Subway line via Highway 427
- The transitway is providing more connections for commuters travelling between the Mississauga Airport Corporate Centre and the Mississauga downtown core
- MiWay uses the City Centre Transit Terminal on the south side of the Rathburn Road and Station Gate Roads and GO Transit uses the GO Transit Terminal at Centre View Drive and Station Gate Road

WE HAVE FUNDING CHALLENGES

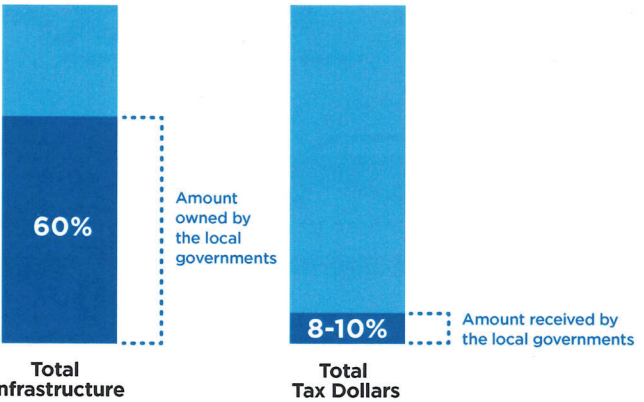
Infrastructure is funded through a combination of property taxes, debt financing, gas taxes, development charges and reserve funds which have been set aside for large projects.

The City of Mississauga acknowledges the funding it receives from both the federal and provincial governments. This includes the Gas Tax, Public Transit Infrastructure Fund (PTIF), Clean Water and Wastewater Fund (CWWF), and Canada 150 (Intake I and II) funding. We look forward to partnering together on the recently announced PTIF Phase 2.

But it's not enough. The City owns infrastructure assets with an estimated replacement cost of \$8.9 billion. The City needs to continue to apply the two per cent infrastructure and debt repayment levy in order to manage our infrastructure and keep our foundations strong.

The City of Mississauga is seeking the government's commitment to address our infrastructure pressures through stable ongoing support.

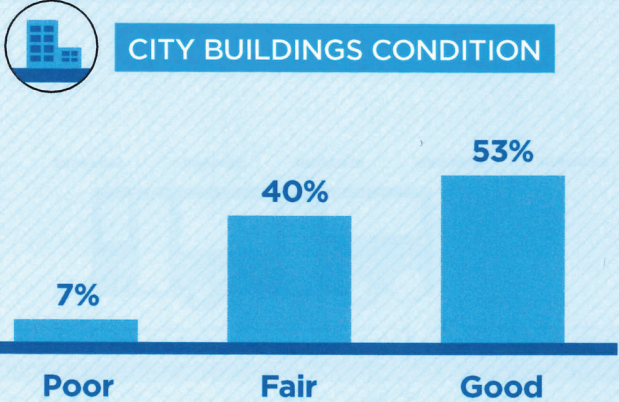
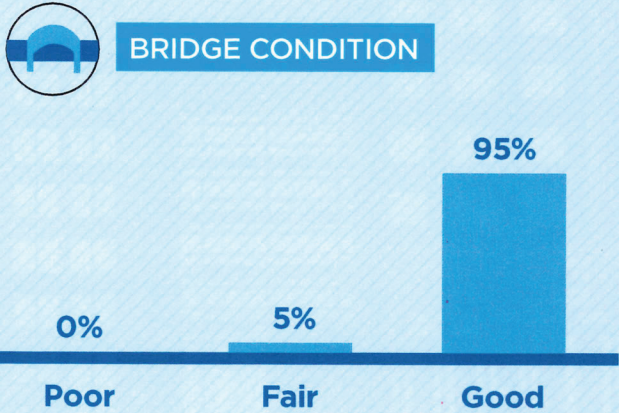
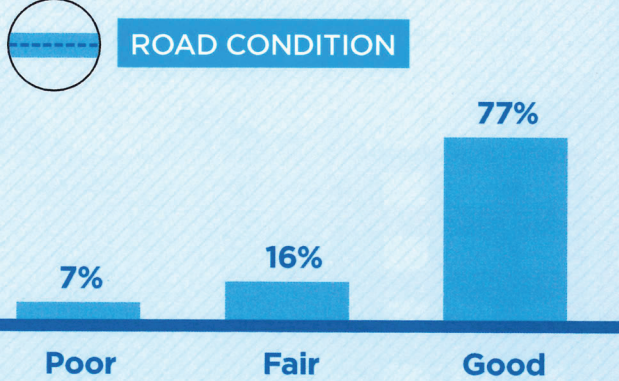
LOCAL GOVERNMENTS OWN THE MAJORITY OF INFRASTRUCTURE BUT RECEIVE THE SMALLEST SHARE OF TAX DOLLARS



Source: Federation of Canadian Municipalities (FCM) 2017

KEEPING THE COMMUNITY INFORMED

Visit our website, ask us a question or attend a public meeting. You can learn more about Mississauga's infrastructure and how we plan to fund it at mississauga.ca/budget.



WHAT IS MISSISSAUGA INFRASTRUCTURE?



\$8.9 BILLION IN INFRASTRUCTURE

For roads, bridges, stormwater drains and sewers, sidewalks, streetlights, traffic signals, community centres, libraries, fire stations, pools, arenas, parks, paths, playground equipment, buses and bus shelters.

CITY BUILDING FOR TODAY AND TOMORROW



Mississauga's infrastructure is in good shape. However, it is taking more and more funding to keep it that way. Safety is a priority.

When infrastructure is damaged or doesn't work, it affects our daily lives. If a road is out, people can't get to work. If a pool is closed, city swim programs are cancelled.

Safe, modern and accessible infrastructure helps Mississauga stay competitive with other cities.

Business owners want to locate and people want to live where roads, transit, emergency services and community centres are safe and dependable. It is part of how we make the quality of life in Mississauga great.

Regular maintenance also helps keep costs down. Maintaining infrastructure keeps the chances of emergency repair or replacement - which usually costs more - to a minimum.



CITY OF MISSISSAUGA INFRASTRUCTURE

VALUE OF CITY
INFRASTRUCTURE
\$8.9 BILLION



WALKING & CYCLING	VEHICLES	STREET & TRAFFIC LIGHTS	BRIDGES	ROADS	PUBLIC BUILDINGS	TRANSIT	STORMWATER	EQUIPMENT	CULTURE	PARKS & OPEN SPACES
\$391 MILLION --- 480 KM OF MULTI-USE TRAILS, PARK PATHS, BICYCLE LANES & SIGNED BIKE ROUTES 2,413 KM OF SIDEWALKS	\$63 MILLION --- 654 VEHICLES 30 FIRE TRUCKS 47 SMALL & SPECIALTY VEHICLES FOR FIRE	\$438 MILLION --- 560 SIGNALIZED INTERSECTIONS 50,662 STREET LIGHTS	\$815 MILLION --- 261 BRIDGES & CULVERTS	\$2.6 BILLION --- 5,290 KM OF ROADS 58 KM OF NOISE BARRIERS	\$1.7 BILLION --- 11 COMMUNITY CENTRES 18 LIBRARIES 20 FIRE STATIONS	\$252 MILLION --- 499 BUSES 3,675 MIWAY BUS STOPS	\$2 BILLION --- 2,100 KM OF STORMWATER PIPES 51,000 CATCH BASINS	\$282 MILLION ---	\$22 MILLION --- 1 THEATRE 3 MUSEUMS	\$297 MILLION --- 263 PLAYGROUNDS 18 POOLS 362 SPORTS FIELDS

Mississauga Matters
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AFFORDABLE
HOUSING

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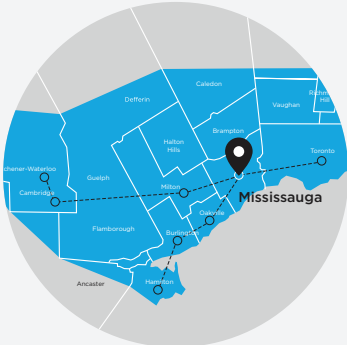
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Infrastructure



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Affordable Housing

Message from the Mayor



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Provincial Election 2014

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Provincial Elections 2018

On June 12th, 2014 the following provincial candidates were elected in Mississauga ridings:

- Bramalea-Gore-Malton: Jagmeet Singh
- Mississauga-Brampton South: Amrit Mangat
- Mississauga East-Cooksville: Dipika Damerla
- Mississauga-Erindale: Harinder Takhar
- Mississauga-South: Charles Sousa
- Mississauga-Streetsville: Bob Delaney

Note: this notice is posted using election results found on the Elections Ontario website.

Message from the Mayor



Dear Citizens,


Your participation in the democratic process is important to the City of Mississauga. On June 12, 2014 residents will once again elect a provincial government. The City of Mississauga is committed to helping residents understand our local issues, so you can be informed as candidates ask for your vote on June 12th.

Mississauga is recognized as the sixth largest city in Canada and one of the fastest growing major cities. Our residents are talented, diverse, cultured, and highly skilled. To continue with our success, we must ensure that our interests and views are well represented by the provincial government. Mississauga City Council has identified the following issues for the upcoming provincial election:

- Public Transit
- Sustainable Infrastructure
- Interest Arbitration - Labour Costs for Emergency Services

To hear Mayor McCallion speak about the upcoming provincial

Creative Services

 MISSISSAUGA

Mississauga Matters

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Provincial Elections 2018

Why Mississauga Matters

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