

ADDITIONAL AGENDA



GENERAL COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

WEDNESDAY, FEBRUARY 4, 2015 – 9:00 AM

COUNCIL CHAMBER, CIVIC CENTRE
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO L5B 3C1

MATTERS TO BE CONSIDERED

16. 2015 Malton Canada Day City Support (Ward 5)

Corporate Report dated January 29, 2015 from the Commissioner of Community Services with respect to the 2015 Malton Canada Day City Support.

RECOMMENDATION

That the Commissioner of Community Services be authorized to enter into a Letter of Agreement with the 2015 Malton Canada Day Event Chair, in a form satisfactory to the City Solicitor, to confirm the terms and conditions for in-kind support up to a maximum value of \$3,000, as outlined in the report entitled "2015 Malton Canada Day City Support", dated January 29, 2015.

17. Ontario 2015 Budget: Pre-Budget Submission

Corporate Report dated January 30, 2015 from the City Manager and Chief Administrative Officer with respect to the Ontario 2015 Budget.

(17.)

RECOMMENDATION

1. That the report entitled, 'Ontario 2015 Budget: Pre-Budget Submission', inclusive of Appendix 1, dated January 30, 2015 from the City Manager and Chief Administrative Officer be endorsed for submission to the Ministry of Finance, Province of Ontario for the Ontario 2015 Budget deliberations.

2. That the Mayor be directed to forward the approved submission to the Minister of Finance, the local MPPs and MPs, Ontario's Big City Mayors (LUMCO) and the Association of Municipalities of Ontario (AMO).

Contact: Sacha Smith, Legislative Coordinator
Office of the City Clerk 905-615-3200 ext. 4516 Fax: 905-615-4181
sacha.smith@mississauga.ca



Corporate Report

Clerk's Files

Originator's
Files

16.

DATE: January 29, 2015

TO: Chair and Members of General Committee
Meeting Date: February 4, 2015

FROM: Paul A. Mitcham, P.Eng., MBA
Commissioner of Community Services

SUBJECT: **2015 Malton Canada Day City Support (Ward 5)**

General Committee FEB 04 2015
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RECOMMENDATION: That the Commissioner of Community Services be authorized to enter into a Letter of Agreement with the 2015 Malton Canada Day Event Chair, in a form satisfactory to the City Solicitor, to confirm the terms and conditions for in-kind support up to a maximum value of \$3,000, as outlined in the report entitled "2015 Malton Canada Day City Support", dated January 29, 2015.

BACKGROUND: The Culture Master Plan states, "festivals are an important expression of culture and community in Mississauga". The plan also references the great potential for leveraging the strengths of festivals to support cultural development in the city. The City's current mechanism for supporting Cultural Community Festivals is through the Cultural Festivals and Celebrations (CFC) Grant program. The program outlines a detailed process and criteria for approving and allocating funding support. This process ensures transparency, accountability of funded groups and alignment of funded activities to the City's cultural development priorities. Festival and Celebration grants are a critical tool for supporting the growth and development of culture.

At the February 26, 2015 Budget Committee, Culture division staff were requested to consider providing in-kind services to the 2015 Malton Canada Day celebration. Due to the timing of this request (after the closing of the CFC grant period) all 2015 grant funds have

already been recommended for allocation. However, Culture Division staff agreed to review the details and merit of the 2015 Malton Canada Day Event to consider if it would be feasible for funding under the CFC grant program, with the proviso that Council approve an exemption to the grant application deadline.

COMMENTS:

In reviewing the details of the 2015 Malton Canada Day Event, staff have determined that the event would not be eligible for funding under the CFC grant program due to the requirement that funded events be a minimum of 8 hours in length (The 2015 Malton Canada Day event will be 5 hours and 15 minutes).

Malton has been identified as a unique area of the City with a need for additional cultural services. The Culture Division is currently represented on the Malton Community Node and Neighbourhood Character Area Review study (being led by Planning & Building). One of the anticipated outcomes of this study will be the development of a Malton Community Cultural Plan. However, in the interim, there has been a recognized gap in cultural investment within Malton. Currently, only one community festival (Malton Community Festival) applies for and receives funding through Culture's CFC grant program. Although the 2015 Malton Canada Day event does not meet the criteria for funding under CFC grant, it is an emerging community cultural initiative in a priority area for cultural investment. For this reason, Culture staff support a recommendation for the event to receive some level of City support.

Outside of the grants programs, the Culture division does not have a mechanism for providing financial support to cultural groups. However, there is precedent within both the Culture and Recreation divisions for providing non-monetary support to emerging groups as part of the Community Capacity Building and Community Development Mandates in those Divisions. In reviewing the proposed outcomes, potential impact and positive community contribution of the event, Culture division staff believe there is merit in providing 'one-time' 'non-monetary' support to the Malton Canada Day event in the form of "in-kind" use of City-owned event equipment (a sample of equipment is listed in Appendix 1). Access to this equipment will be subject to availability and no monetary allowance will be provided in lieu of equipment which may not be available. It is proposed that this support be capped at a maximum value of \$3,000 (based on 20% of budgeted event costs for safe and clean operation of the event). The

cost of this support would be funded through the Culture division operating budget. It is proposed that this support be provided under the structure of a Letter of Agreement, to be drafted by Legal Services in collaboration with the A/Director of Culture and the Malton Canada Day Chair.

Moving forward, the sustainable mechanism for providing City support to the Malton Canada Day event is through the Culture Division managed CFC grant program. The Grants Officer in the Culture Division will work with the Malton Canada Day organizers to ensure that the organization is aware of all eligibility requirements and best practices for a successful grant submission to the 2016 CFC grant program.

FINANCIAL IMPACT: A maximum of \$3,000 will be earmarked within the Culture Division Operating Budget to fund the cost of 'in kind' City-owned event equipment for use by the 2015 Malton Canada Day Budget.

CONCLUSION: Community Festivals and Celebrations are an important expression of culture and community in Mississauga. The provision of one-time in-kind support for the 2015 Malton Canada Festival represents an important investment in a key cultural development node for the City.

ATTACHMENT: Appendix 1: City Owned Event Equipment Inventory List



Paul A. Mitcham, P.Eng., MBA
Commissioner of Community Services

Prepared By: Paul Damaso, MBA, A/Director, Culture Division

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Appendix 1

City Owned Event Equipment Inventory List

Picnic Tables

Garbage Cans

Bleachers (200 capacity per unit)

Smart Stage (Risers)



Corporate Report

Clerk's Files

Originator's
Files

17.

DATE: January 30, 2015

TO: Chair and Members of General Committee
Meeting Date: February 4, 2015

FROM: Janice M. Baker, FCPA, FCA
City Manager and Chief Administrative Officer

SUBJECT: **Ontario 2015 Budget: Pre-Budget Submission**

General Committee

FEB 04 2015

- RECOMMENDATION:**
1. That the report entitled, 'Ontario 2015 Budget: Pre-Budget Submission', inclusive of Appendix 1, dated January 30, 2015 from the City Manager and Chief Administrative Officer be endorsed for submission to the Ministry of Finance, Province of Ontario for the Ontario 2015 Budget deliberations.
 2. That the Mayor be directed to forward the approved submission to the Minister of Finance, the local MPPs and MPs, Ontario's Big City Mayors (LUMCO) and the Association of Municipalities of Ontario (AMO).

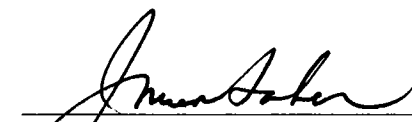
BACKGROUND: Municipalities across Ontario have been asked by the Ministry of Finance to provide written submissions regarding the upcoming Ontario 2015 Budget, by February 13, 2015. The City of Mississauga has forwarded similar pre-budget submissions in past years and this is a good opportunity to ensure the needs of the City are articulated to the provincial government.

COMMENTS: The City of Mississauga's pre-budget submission, attached as Appendix 1, includes items of importance which have been before Council, or are part of Council approved plans or initiatives. It should be noted that Hon. Minister Sousa, in his invitation for pre-budget submissions, indicates interest in hearing '*Ontarians' views regarding what more the government can do to create jobs and grow the economy, while eliminating the deficit*'. In response, the attached submission works to frame some of the priorities of the City in those terms.

FINANCIAL IMPACT: There will be a positive financial impact for the City of Mississauga if any items outlined in the attached Ontario 2015 Budget: Pre-Budget Submission were to be included in the 2015-2016 budget for the Province of Ontario.

CONCLUSION: The City of Mississauga appreciates the opportunity to provide the Ministry of Finance with requests and suggestions for the up-coming Ontario 2015 Budget. All of the items outlined in the attached submission are of importance to the City and will have a positive impact on funding vital infrastructure, creating local jobs and/or stimulating the economy.

ATTACHMENTS: Appendix 1: Ontario 2015 Budget: Pre-Budget Submission



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

Prepared By: Karen Spencer, Advisor, City Manager's Office

APPENDIX 1

CITY OF MISSISSAUGA

Ontario 2015 Budget: Pre-Budget Submission
Ministry of Finance, Province of Ontario

OVERVIEW COMMENTS:

- **Stimulating the Economy:** All orders of government are responsible to do everything in our collective powers to grow and diversify our economy and get people working. Mississauga, as the third largest city in Ontario, is ready to support the provincial government in any programs to ensure our long-term prosperity. We are a strong voice at the LUMCO and BCMC tables and together, with many other municipal leaders, appreciate the opportunity to outline our top priorities for the upcoming Ontario 2015 budget.
- **Sustainable Infrastructure Funding:** As it has been for the past decade, sustainable infrastructure funding remains a top priority of Mississauga's City Council. As a municipality we have discussed, campaigned, pressed governments, formed task forces and instituted financial tools such as our annual 2% infrastructure levy, but we cannot keep up with the ever-growing infrastructure deficit. In 2015, we have approximately \$8.4 billion worth of city-owned infrastructure assets and we, as do all municipalities, struggle to maintain our infrastructure through property taxes. We also have public demand for new infrastructure (cycling for example); it is a real and constant funding pressure on our annual budget, as well as the associated maintenance and operating costs for any new infrastructure that we build. We need a sustainable infrastructure funding strategy, involving all orders of government, and revenue tools that truly work for municipalities.

We encourage the Province and the Government of Canada to finalize the agreement and program details of the **New Building Canada Fund**. Mississauga has Council approved 2015 projects ready to submit for funding consideration as soon as the call for applications is made. The City of Mississauga benefitted greatly from the past ISF and RInC infrastructure funding programs. We proved ourselves as a very able partner with the provincial and federal governments in getting 153 construction jobs completed on time and budget, creating an estimated 1776 jobs and helping

your government grow the economy after the 2008 economic downturn. This will happen again when we can access the New Building Canada Fund.

LRT FUNDING:

- The Hurontario-Main Light Rail Transit project is our top infrastructure priority. For years we have been working with Metrolinx on moving the LRT forward and we have confirmation, through the Metrolinx *Big Move* Transportation Plan's list of 'Next Wave' projects, that our LRT project is also a top priority for the provincial government. We have spent millions of dollars getting to this point in the process:
 - from 2010-2014 the City has funded \$15.4 million (from tax and gas tax funding) for studies, environmental assessment and preliminary design work
 - our proposed 2015-2024 capital plan includes a total of \$25 million for land acquisition (\$5 million per year from 2018 to 2022 from gas tax funding)

Brampton, Mississauga and Metrolinx continue to work together to ensure this project is in a maximum state of readiness for implementation. In August, 2014 the project received TPAP approval from the Ministry of the Environment. The LRT will support continued growth and intensification in the long term, but in the short term will create a great number of jobs as this multi-year, massive construction project is being built. The bottom line is that without the LRT, Mississauga's economy will be held back, and gridlock and congestion will worsen. We ask the province to announce the funding for this critical project in the 2015-2016 budget.

REGIONAL EXPRESS RAIL:

- **All-Day, Two-Way GO Train Service:** The Regional Express Rail (RER) initiative is outlined in the 'Next Wave' projects of the Metrolinx *Big Move* Regional Transportation Plan. The RER objective in the Greater Toronto Area is to provide all-day, bi-directional service operating every 15 minutes with reduced travel times; the plan applies to all lines and corridors in the GO Transit network. Our City has three GO Train rail corridors:
 - Lakeshore West Line: already has all-day, two-way 30 minute service
 - Milton Line: operates peak period, single direction train service
 - Georgetown Line: operates peak period, single direction train service

The LRT remains the City of Mississauga's top priority, but of great importance in our City, in moving people to and from their jobs and services, is providing the Milton and Georgetown Lines with two-way, all day service

so riders choose rail service over their cars. For the City's regional mobility hubs to operate and flourish, it is essential that upgraded rail service be implemented. Also, all three corridors within Mississauga connect, or have the potential to provide connections, to major economic centres in all directions - Downtown Toronto, Hamilton, Burlington, the Niagara Region, Kitchener-Waterloo Region, etc.

JOB CREATION:

- **Greater Toronto Marketing Alliance (GTMA):** Mississauga was a key driver in the original formation of the GTMA with the goal of attracting foreign direct investment to the Greater Toronto Area. Over the years, our City has seen tangible results from this Alliance. On Oct. 22nd, 2014, Minister Duguid announced additional funding for the GTMA, which we greatly support. Sustainable funding from both the province and the federal governments will help expand our regional business attraction efforts, allowing the Greater Toronto Area to grow its diverse economy and be more competitive with other City regions.
- **Business Clusters:** Our City is looking to the provincial government to help develop new programs to facilitate the growth of key clusters supporting the knowledge economy. From the work we have done with our local businesses, we have heard that a strategy at the provincial level would facilitate growth in specific clusters; in Mississauga our Life Sciences business cluster is important to our economy and would greatly benefit from a robust and clear approach through such a strategy.
- **Small Business Enterprise Centre (SBEC):** the SBEC network has been very successful over the years and we support enhanced funding for this important program. Additional funds would increase service capabilities in areas such as mentoring, experiential and creative spaces for entrepreneurs. Also, funding for programs focussed on training and soft skill development of youth are very important and we support the continuation of the Summer Company Program and the Starter Company Program which have helped foster a culture of both entrepreneurship and intrapreneurship (an inside entrepreneur, within a business, who helps turn ideas into profitable ventures for the company).
- **Youth Employment Fund (YEF):** uptake on these funds has been very positive for employers in private businesses to hire youth and we hope the program and funding will expand. It has clearly made a positive impact for both the employers and the young employees.

INSPIRATION LAKEVIEW:

- **Next Steps to Implement Inspiration Lakeview Master Plan:** Funding to develop the 'innovation corridor phase' of the Inspiration Lakeview Master Plan will ensure construction begins for this large mixed-use development which will support future residential growth. If funding could be made available to ensure the related studies are quickly completed, some of which are provincially mandated (ex. sewage treatment plant setback study) then construction will follow. The City of Mississauga is not the owner of the land (OPG is); regardless of whether OPG or the City receive the funding for the next steps, please know that the City of Mississauga is engaged, ready and willing to do this work.

LEGISLATION:

- **Joint and Several Liability:** On February 27, 2014, MPPs from all parties supported a motion calling on the government to reform joint and several liability. The Attorney General sought comments in the spring on three options for reform, a Saskatchewan model, a multiplier model and a combined model, but no reform followed. It is unfair that municipalities are often targeted in liability cases because local governments are seen to have 'deep pockets'. We do not. There has been a steady rise in municipal insurance costs and in deductibles; Mississauga's deductible is \$1 million so we are essentially self-insured. We ask the provincial government to renew its review of this legislation and establish reasonable and equitable liability laws regarding joint and several liability for municipalities.
- **Development Charges:** In Fall 2013, MMAH undertook a review of the Development Charges Act, 1997 and asked all municipalities to comment on needed reforms. City Council endorsed the staff report outlining these reforms and forwarded the adopted resolution and report to the Ministry, urging the Province of Ontario to make revisions to the DCA to ensure that infrastructure growth costs are fully recoverable through the legislation, municipal official plans are protected and legislated timeframes are expanded, where appropriate. Municipalities are still waiting for action on these important changes to the Act.

'Growth pays for Growth' is a fundamental principle that most agree with, but certain provisions within the Development Charges Act are restrictive to this principle. The following are the Council endorsed recommendations for changes to the Development Charges Act, 1997:

- remove the requirement for municipalities to reduce their capital costs by 10%, especially as it relates to transit services;
 - change the current method of calculating average service levels to allow municipalities to adopt forward looking service levels, flexibility in determining the basis for services levels and define broader service categories;
 - eliminate the list of 'ineligible services' to allow cities to determine what services are required to meet the needs of growth in their communities. It is unreasonable that municipalities, that did not have BRTs, LRTs or subways when this legislation was enacted, can never pay for adding these services to support growth. We should be able to look forward, and not back ten years, to determine service levels.
- **Interest Arbitration:** Labour costs for emergency services continue to escalate and contribute as a significant proportion of the municipal operating budget which is a concern for the City of Mississauga and many other municipalities of Ontario. The current system is inefficient, takes too long, and the awards place too much emphasis on awards given in other communities for other sectors; the bar is continually being raised to what the wealthiest municipalities can pay. When an interest arbitration award fails to consider a municipality's ability to pay, it results in increased costs of emergency services and removes the municipal employer's ability to control labour costs. Arbitrators should not be able to assume municipalities can simply raise taxes to pay for these awards. We need fair and equitable rules to ensure fair settlements that take into account local circumstances and a realistic expectation of the local community's ability to increase taxes to pay.
 - **Highway Traffic Statute Law Amendment Act:** In March, 2013 the province introduced legislation to assist municipalities in collecting unpaid fines, after AMO's request and the issue receiving support in Don Drummond's report in 2012. At the end of June, 2014 it was calculated that the unpaid balance of Mississauga Provincial Offences Administration (P.O.A.) fines totaled \$45 million (total value of all unpaid fines in default). Our City uses significant resources to collect what we can, but many fines are not collected at all because the cost of civil enforcement often outweighs the amount of the fine. It is estimated that almost 70 percent of unpaid fines are related to the Highway Traffic Act offences. Bill 34, the Highway Traffic Statute Law Amendment Act, 2013 received second reading in October, 2013 and was never enacted despite being supported by all three parties. If municipalities had support, in the form of legislative changes, for collecting even a portion of these outstanding fines, it would be very beneficial.
 - **GTAA Payment in Lieu of Taxes (PILT):** The Lester B. Pearson International Airport sits almost wholly (99.4%) within the City of Mississauga. Since 2001, when the current PILT reg. 282/98 was adopted by

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the Province, the City has advised each successive Minister of Finance of the following three concerns but no progress has been made:

- the PILT is based on passenger traffic and does not consider cargo which has a clear impact on municipal services
- the PILT is capped at 5% increase annually and there is no limit on decreases. The cap for commercial and industrial properties has mostly been phased out in Mississauga yet remains at the airport
- the PILT rate has remained the same since inception in 2001, while municipal tax rates have increased; in 2014 the PILT would have been \$26 million higher if it had increased at the same rate as municipal taxes

FEDERAL GOVERNMENT PARTNERSHIPS:

- It goes without saying that many of the funding and infrastructure requests above apply equally to the federal government. The City of Mississauga is a partner with both the provincial and federal governments and we are very willing to add our support, directly and through FCM, for stronger partnerships between all three orders of government. Specifically we support lobbying the federal government for a National Housing Strategy, a Sustainable Infrastructure Funding Strategy and National Transit Strategy. We believe that these would go a long way to achieving better dialogue, long-range planning and sustainable funding tools to implement the core municipal services that keep our urban economies strong and growing.