
General Committee

Date

2017/05/03

Time

9:00 AM

Location

Civic Centre, Council Chamber,
300 City Centre Drive,
Mississauga, Ontario, L5B 3C1

Members

Mayor Bonnie Crombie	
Councillor Jim Tovey	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4 (Chair)
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

Contact

Sacha Smith, Legislative Coordinator, Legislative Services
905-615-3200 ext. 4516
Email sacha.smith@mississauga.ca

Find it Online

<http://www.mississauga.ca/portal/cityhall/generalcommittee>

GENERAL COMMITTEE INDEX – MAY 3, 2017**1. CALL TO ORDER****2. APPROVAL OF AGENDA****3. DECLARATION OF CONFLICT OF INTEREST****4. PRESENTATIONS****4.1. 2017 Place Marketing Forum Award**

Ivana Di Millo, Director of Communications to present the 2017 Place Marketing Forum Award to the Brand Core Team.

5. DEPUTATIONS**5.1. Tim Beckett, Fire Chief/Director of Emergency Management with respect to Emergency Preparedness Week.****6. PUBLIC QUESTION PERIOD - 15 Minute Limit**
(Persons who wish to address the General Committee about a matter on the Agenda. Persons addressing the General Committee with a question should limit preamble to a maximum of two (2) statements sufficient to establish the context for the question. Leave must be granted by the Committee to deal with any matter not on the Agenda.)**7. CONSENT AGENDA****8. MATTERS TO BE CONSIDERED****8.1. All-way Stop – Northwest Drive and Zahavy Way (Ward 5)****8.2. All-Way Stop - Cornish Road and Loyalist Drive (Ward 8)****8.3. U-Turn Prohibition - Multiple Location Review****8.4. 2016 Annual Report on Investment**

GENERAL COMMITTEE INDEX – MAY 3, 2017**CONTINUED****9. ADVISORY COMMITTEE REPORTS**

- 9.1. Mississauga Cycling Advisory Committee Report 4-2017 April 11, 2017
- 9.2. Public Vehicle Advisory Committee Report 1-2017 April 24, 2017
- 9.3. Arts, Culture & Heritage Ad Hoc Committee Report 2-2017 April 25, 2017
- 9.4. Traffic Safety Council Report 4-2017 April 26, 2017

10. MATTERS PERTAINING TO REGION OF PEEL COUNCIL**11. COUNCILLORS' ENQUIRIES****12. OTHER BUSINESS/ANNOUNCEMENTS****13. EDUCATION SESSION**

- 13.1. Rob Cummins, Manager, Corporate Marketing with respect to a Website Modernization update.

*This will take place in open session in the Council Chamber.

14. CLOSED SESSION - Nil**15. ADJOURNMENT**

City of Mississauga

Corporate Report



Date: 2017/04/18

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Originator's files:
MG.23.REP
RT.10.Z-40E

Meeting date:
2017/05/03

Subject

All-way Stop - Northwest Drive and Zahavy Way (Ward 5)

Recommendation

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to implement an all-way stop control at the intersection of Northwest Drive and Zahavy Way, as outlined in the report from the Commissioner of Transportation and Works, dated April 18, 2017 entitled "All-way Stop - Northwest Drive and Zahavy Way (Ward 5)".

Background

The Transportation and Works Department is in receipt of a request to implement an all-way stop control at this intersection of Northwest Drive and Zahavy Way to increase the overall level of safety at the intersection.

Present Status

Northwest Drive at Zahavy Way is a three-leg intersection, currently operating with a stop control for eastbound motorists on Northwest Drive. The intersection is located in the industrial area east of Airport Road and experiences significant heavy truck/commercial volumes throughout the day accessing local businesses and the surrounding arterial roadways and 400 series highway network. A location map is attached as Appendix 1.

Comments

An A.M. /P.M. manual turning movement count was completed on February 1, 2017 to determine if an all-way stop is warranted. The results are as follows:

Northwest Drive and Zahavy Way

	Warrant Value
Part "A": Volume for All Approaches	100%
Part "B": Minor Street Volume	93%

In order for an all-way stop to be warranted, both Part A and Part B must equal 100%. An all-way stop would not be warranted based on the summary of A.M. and P.M. study results. A review of the collision history at this intersection did not reveal any reported collisions within the past three years. An all-way stop would not be warranted based on the collision history.

However, further review of the turning movement count reveals that warrants are very close to being met. Additionally, the warrant has been satisfied for the P.M. study period. Therefore, the Transportation and Works Department supports the installation of an all-way stop control at the intersection of Northwest Drive and Zahavy Way. This would improve the efficiency and functionality of the intersection, regulate the right-of-way for all approaches and increase the overall level of safety at the intersection.

The Ward Councillor supports the proposal for the installation of an all-way stop control at the intersection of Northwest Drive and Zahavy Way.

Financial Impact

Costs for the sign installation and pavement markings can be accommodated in the 2017 operating budget.

Conclusion

The Transportation and Works Department recommends the installation of an all-way stop control at the intersection of Northwest Drive and Zahavy Way.

Attachments

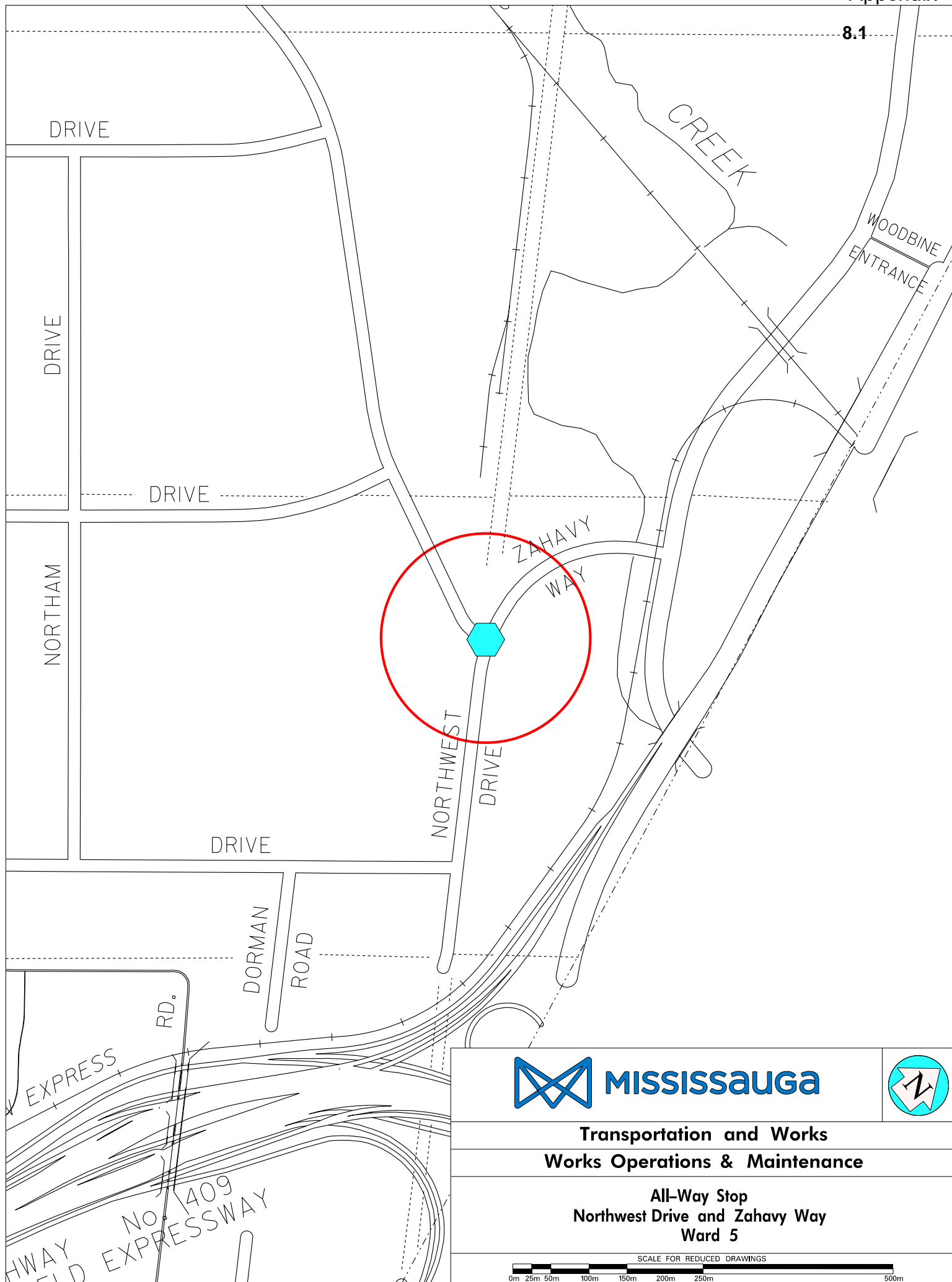
Appendix 1: Location Map - All-Way Stop - Northwest Drive and Zahavy Way (Ward 5)



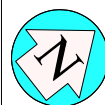
Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: Haydn Kocznur, Traffic Operations Technician

8.1



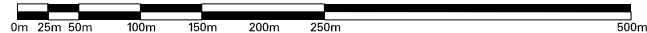
MISSISSAUGA



Transportation and Works
Works Operations & Maintenance

All-Way Stop
Northwest Drive and Zahavy Way
Ward 5

SCALE FOR REDUCED DRAWINGS



City of Mississauga

Corporate Report



Date: 2017/04/18

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng., MBA, Commissioner of
Transportation and Works

Originator's files:
MG.23.REP
RT.10.Z-59

Meeting date:
2017/05/03

Subject

All-Way Stop - Cornish Road and Loyalist Drive (Ward 8)

Recommendation

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to implement an all-way stop control at the intersection of Cornish Road and Loyalist Drive, as outlined in the report from the Commissioner of Transportation and Works, dated April 18, 2017 entitled "All-Way Stop - Cornish Road and Loyalist Drive (Ward 8)".

Background

Concerns have been identified by an area resident regarding vehicle operating speeds and pedestrian safety at the intersection of Cornish Road and Loyalist Drive. The resident feels that the implementation of an all-way stop at this intersection would provide crossing assistance for pedestrians and cyclists visiting Tom Chater Memorial Park and increase the overall safety at the intersection.

Present Status

Currently, the intersection of Cornish Road and Loyalist Drive operates as a three-leg intersection with a one-way stop control for westbound traffic on Cornish Road, and free flow for northbound and southbound traffic on Loyalist Drive. The Tom Chater Memorial Park's pathway connects to the intersection on the west side. Cornish Road and Loyalist Drive are minor collector roadways and serve as access routes to the neighbourhood from surrounding arterial roadways. A location map is attached as Appendix 1.

Comments

An A.M. /P.M. manual turning movement count was completed on March 2, 2017 to determine if an all-way stop is warranted. The results are as follows:

Cornish Road and Loyalist Drive

	Warrant Value
Part A: Volume for All Approaches	100%
Part B: Volume Splits	78%

In order for an all-way stop to be warranted, both Part A and Part B must equal 100%. An all-way stop would not be warranted based on the summary of A.M. and P.M. study results. A review of the collision history at this intersection did not reveal any reported collisions within the past three years. An all-way stop would not be warranted based on the collision history.

However, a review of the study results revealed that during the P.M. peak period, the required volume warrants have been met. The Transportation and Works Department therefore supports the installation of an all-way stop control at the intersection of Cornish Road and Loyalist Drive. The installation of an all-way stop will provide the opportunity to install a sidewalk connection and crosswalk on the north side of the intersection for pedestrians to cross Loyalist Drive. This will provide crossing assistance for local residents, improve the efficiency and functionality of the intersection, regulate the right-of-way for all approaches and increase the overall level of safety at the intersection.

The Ward Councillor supports the proposal for the installation of an all-way stop at the intersection of Cornish Road and Loyalist Drive.

Financial Impact

Cost for the signs installation and pavement markings can be accommodated in the 2017 operating budget.

Conclusion

The Transportation and Works Department recommends the installation of an all-way stop at the intersection of Cornish Road and Loyalist Drive.

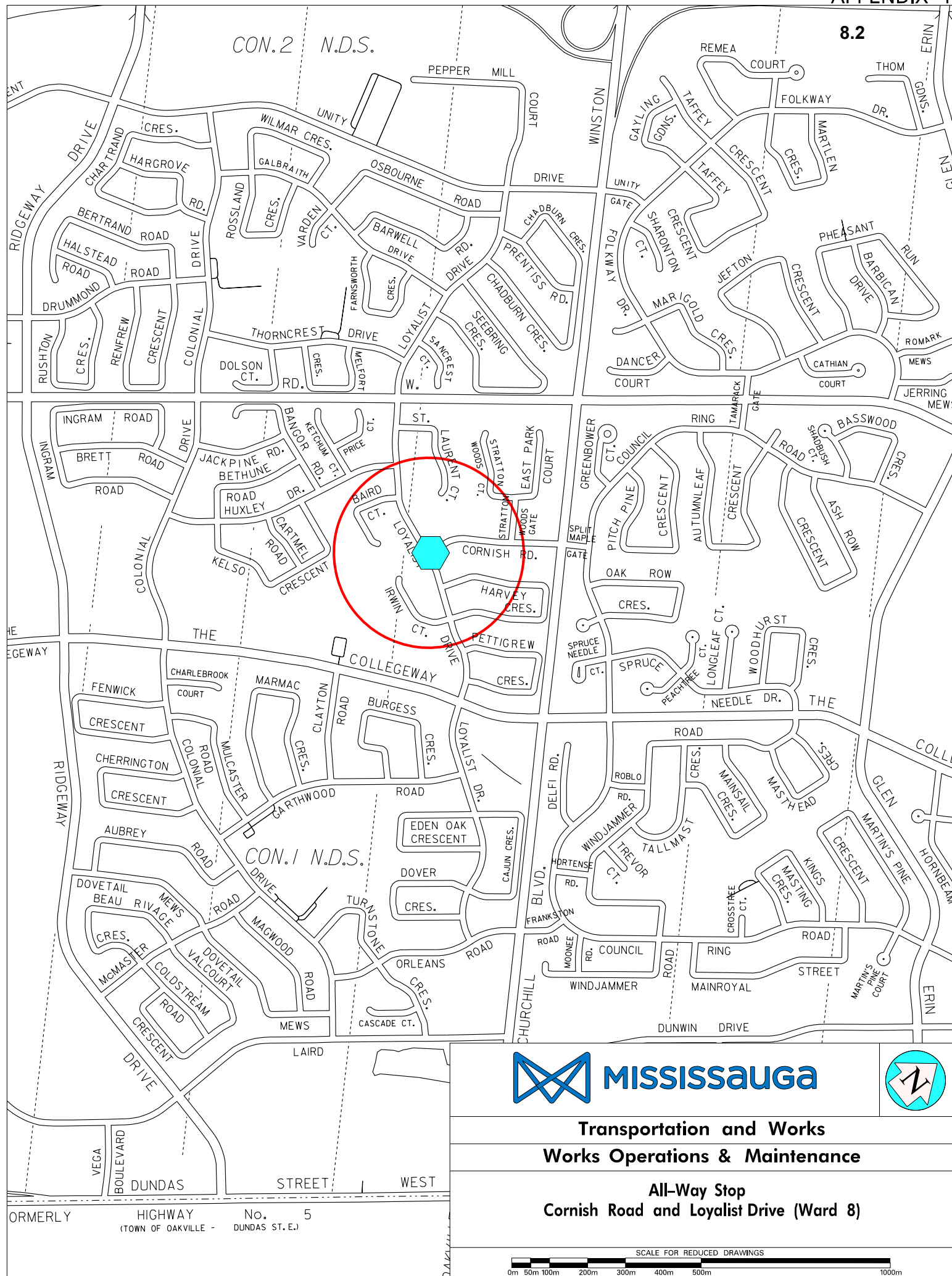
Attachments

Appendix 1: Location Map - All-Way Stop - Cornish Road and Loyalist Drive (Ward 8)



Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

Prepared by: Ouliana Drobychevskaia, Traffic Operations Technologist



City of Mississauga

Corporate Report



Date: 2017/04/18

To: Chair and Members of General Committee

From: Geoff Wright, P. Eng., MBA, Commissioner of
Transportation and Works

Originator's files:
MG.23.REP
RT.10.Z-VAR

Meeting date:
2017/05/03

Subject

U-Turn Prohibition - Multiple Location Review

Recommendation

That a by-law be enacted to amend By-law 555-2000, as amended, to implement a U-turn prohibition, at any time, from each approach at the following locations as outlined in the report from the Commissioner of Transportation and Works, dated April 18, 2017 entitled "U-turn Prohibition - Multiple Location Review":

- a) Eglinton Avenue West at McLaughlin Road;
- b) Burnhamthorpe Road West at Mavis Road;
- c) Dundas Street East at Tomken Road;
- d) Eglinton Avenue East at Kennedy Road; and
- e) Mavis Road at Central Parkway West.

Background

The Transportation and Works Department is in receipt of a request from Councillor Parrish to review safety concerns related to U-turns at signalized intersections. Concerns were raised by local residents through her office related to motorists making unsafe U-turns, specifically at signalized intersections, resulting in disruption, delays and potential vehicular conflicts. It was suggested that restricting such turning movements at these locations would reduce incidents and improve the overall level of safety.

Comments

As per the direction to staff following discussion at the January 18, 2017 meeting of General Committee, Traffic Operations staff have identified five locations to receive U-turn restrictions. This will provide staff with the opportunity of reviewing the effectiveness of U-turn restrictions in increasing overall levels of safety at signalized intersections by reducing incidents of conflict resulting from unsafe U-turns. These locations have been identified based on U-turn collision statistics collected for the last 11 years from 2002 to 2013. The five locations selected, being

the top five locations for U-turn collisions in the City based on the 11 year collision review, are as follows and are attached as Appendices 1 thru 5:

- a) Eglinton Avenue West at McLaughlin Road;
- b) Burnhamthorpe Road West at Mavis Road;
- c) Dundas Street East at Tomken Road;
- d) Eglinton Avenue East at Kennedy Road; and,
- e) Mavis Road at Central Parkway West.

Peel Regional Police will be advised of the changes and requested to concentrate enforcement at these locations as scheduling and manpower permit.

Council has been advised of the implementation of U-turn prohibitions at these intersections. A copy of the email updates to the Mayor and Members of Council from the Director of Works Operations and Maintenance, dated March 2 and April 7, 2017, both entitled "Update: Review of U-turns at Signalized Intersections" are attached as Appendix 6.

Financial Impact

Costs for the sign installations can be accommodated in the 2017 operating budget.

Conclusion

The Transportation and Works Department supports the implementation of U-turn prohibitions, in order to evaluate their effectiveness in reducing instances of vehicle conflict at signalized intersections, at the five locations outlined previously in this report.

Staff will be monitoring each location prior to, and after the implementation of U-turn restrictions at all approaches to each intersection selected. Any changes to the intersection operation and/or recommendations resulting from staff's review will be reported to General Committee following the completion of the review. Staff anticipates completing the review and targeting a follow-up report to General Committee in May 2018 on U-turn restrictions, to provide one, full-year of review.

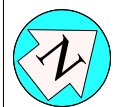
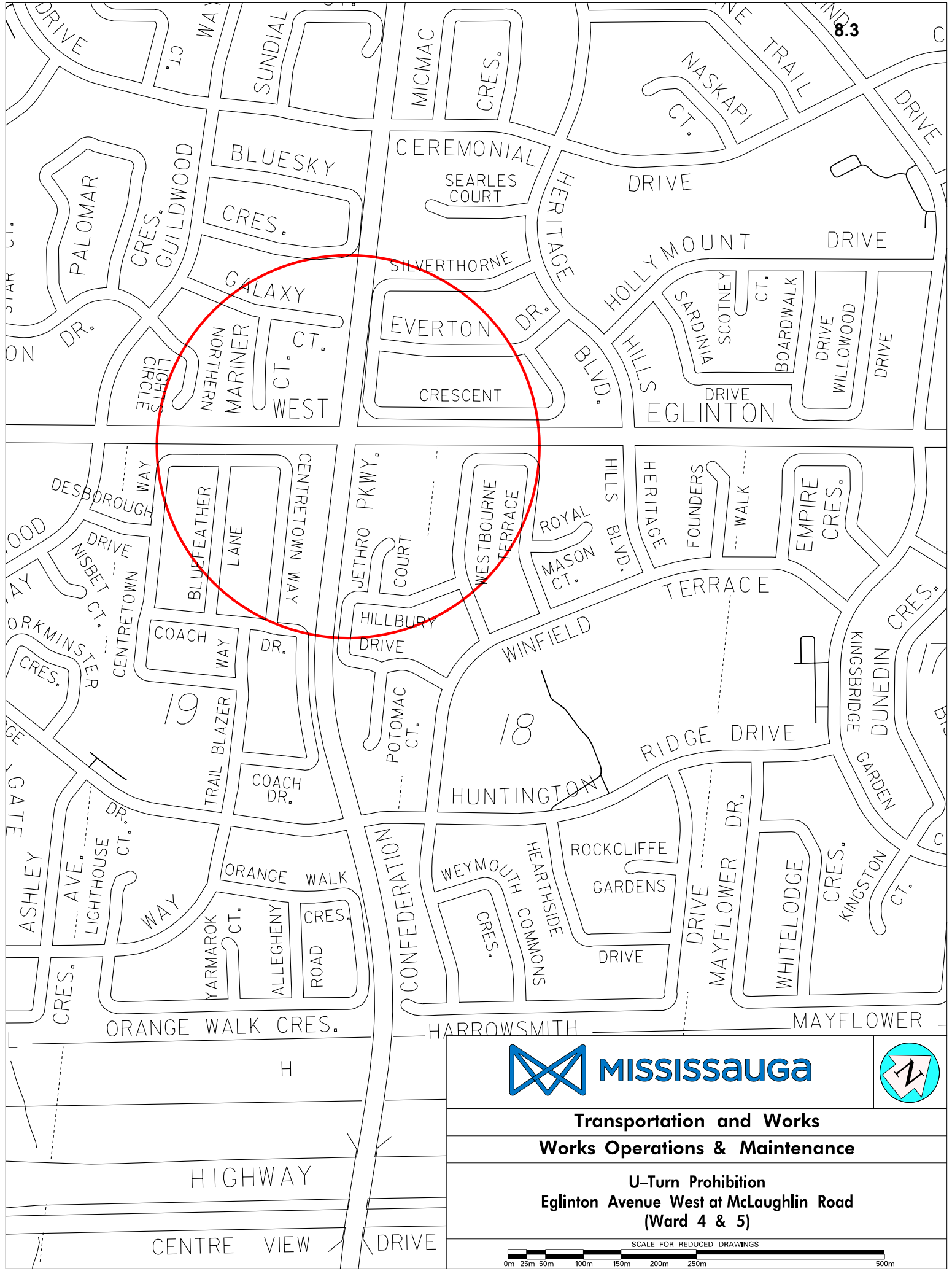
Attachments

- Appendix 1: U-Turn Prohibition - Eglinton Avenue West at McLaughlin Road
- Appendix 2: U-Turn Prohibition - Burnhamthorpe Road West at Mavis Road
- Appendix 3: U-Turn Prohibition - Dundas Street East at Tomken Road
- Appendix 4: U-Turn Prohibition - Eglinton Avenue East at Kennedy Road
- Appendix 5: U-Turn Prohibition - Mavis Road at Central Parkway West
- Appendix 6: Emails from Director of Works, Operations and Maintenance, dated March 2 and April 7, 2017 both entitled "Update: Review of U-turns at Signalized Intersections."



Geoff Wright, P. Eng., MBA, Commissioner of Transportation and Works

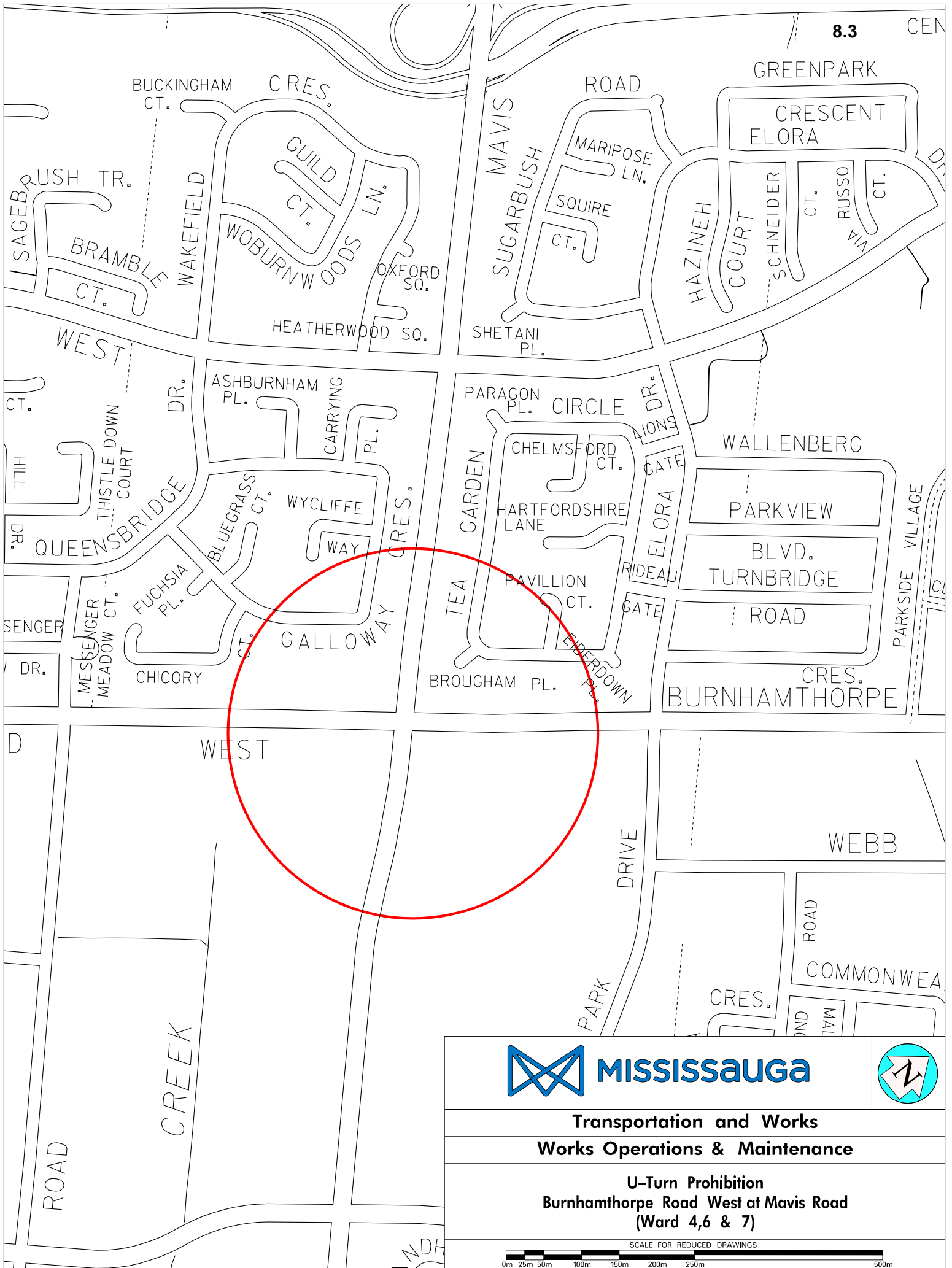
Prepared by: Denna Yaunan, C.E.T., Traffic Operations Technologist



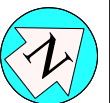
**Transportation and Works
Works Operations & Maintenance**

**U-Turn Prohibition
Eglinton Avenue West at McLaughlin Road
(Ward 4 & 5)**





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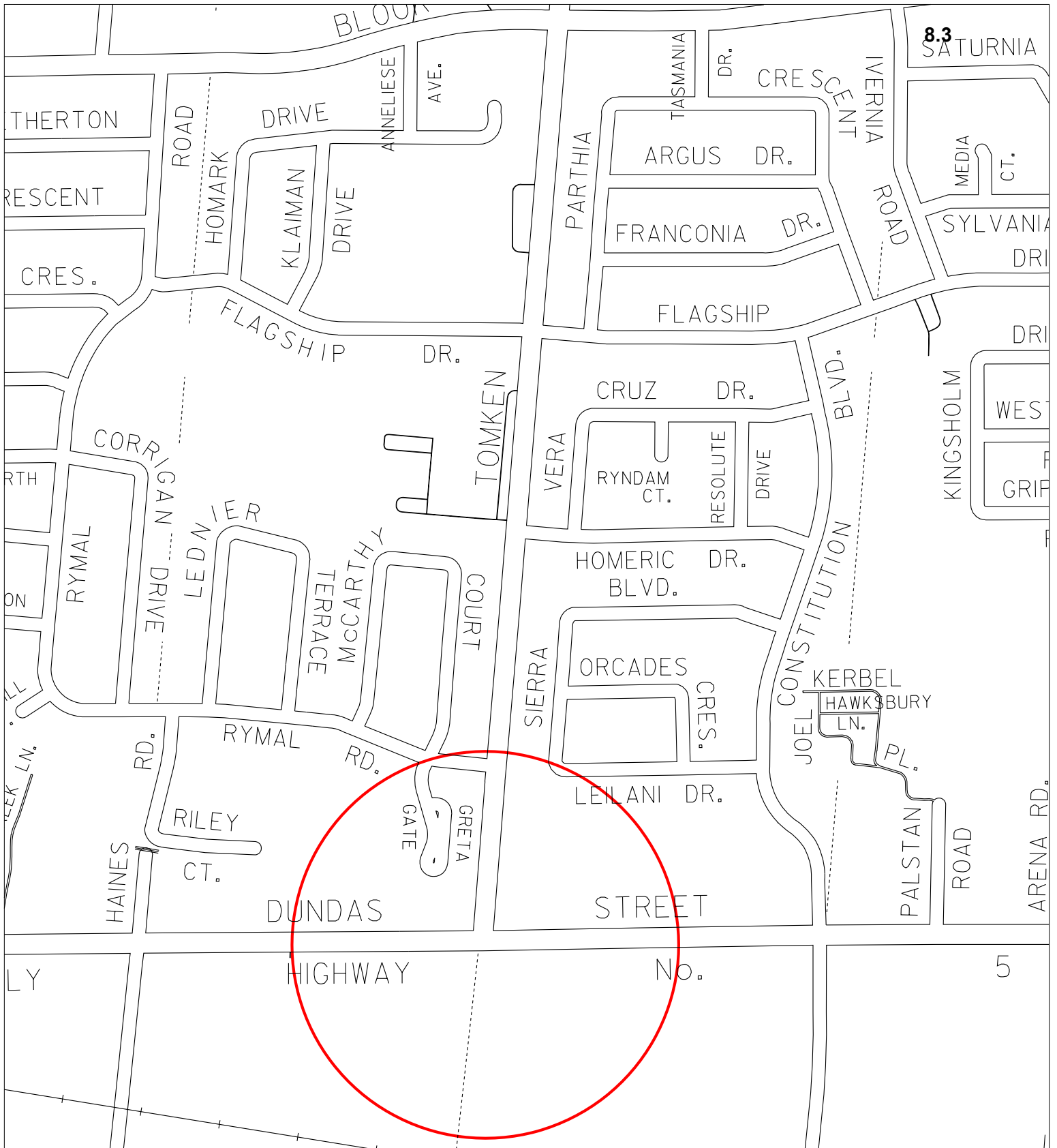
**Transportation and Works
Works Operations & Maintenance**

**U-Turn Prohibition
Burnhamthorpe Road West at Mavis Road
(Ward 4,6 & 7)**

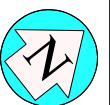
SCALE FOR REDUCED DRAWINGS



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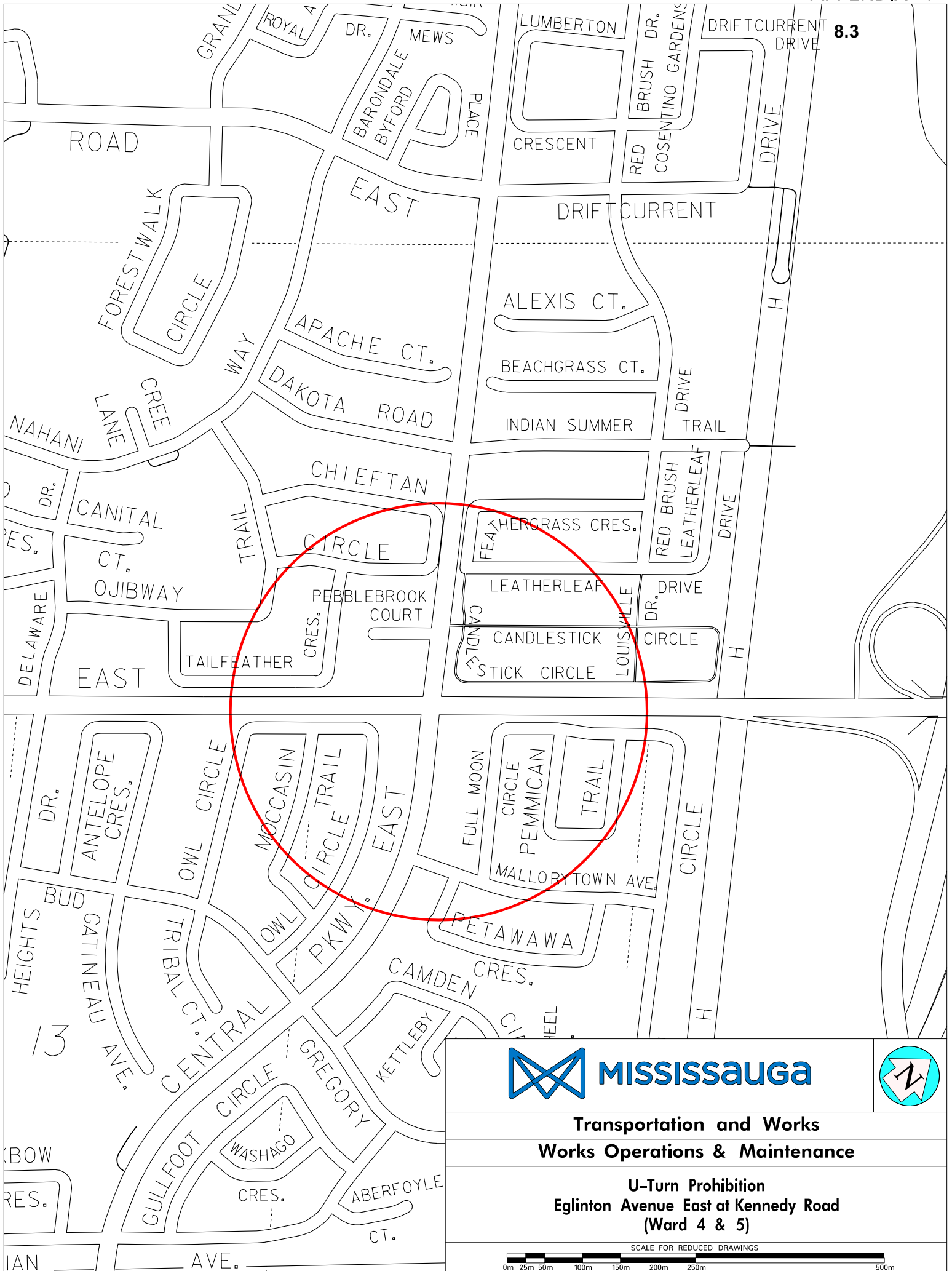


**Transportation and Works
Works Operations & Maintenance**

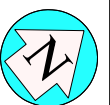
**U-Turn Prohibition
Dundas Street East at Tomken Road
(Ward 1 & 3)**

SCALE FOR REDUCED DRAWINGS

0m 25m 50m 100m 150m 200m 250m 500m



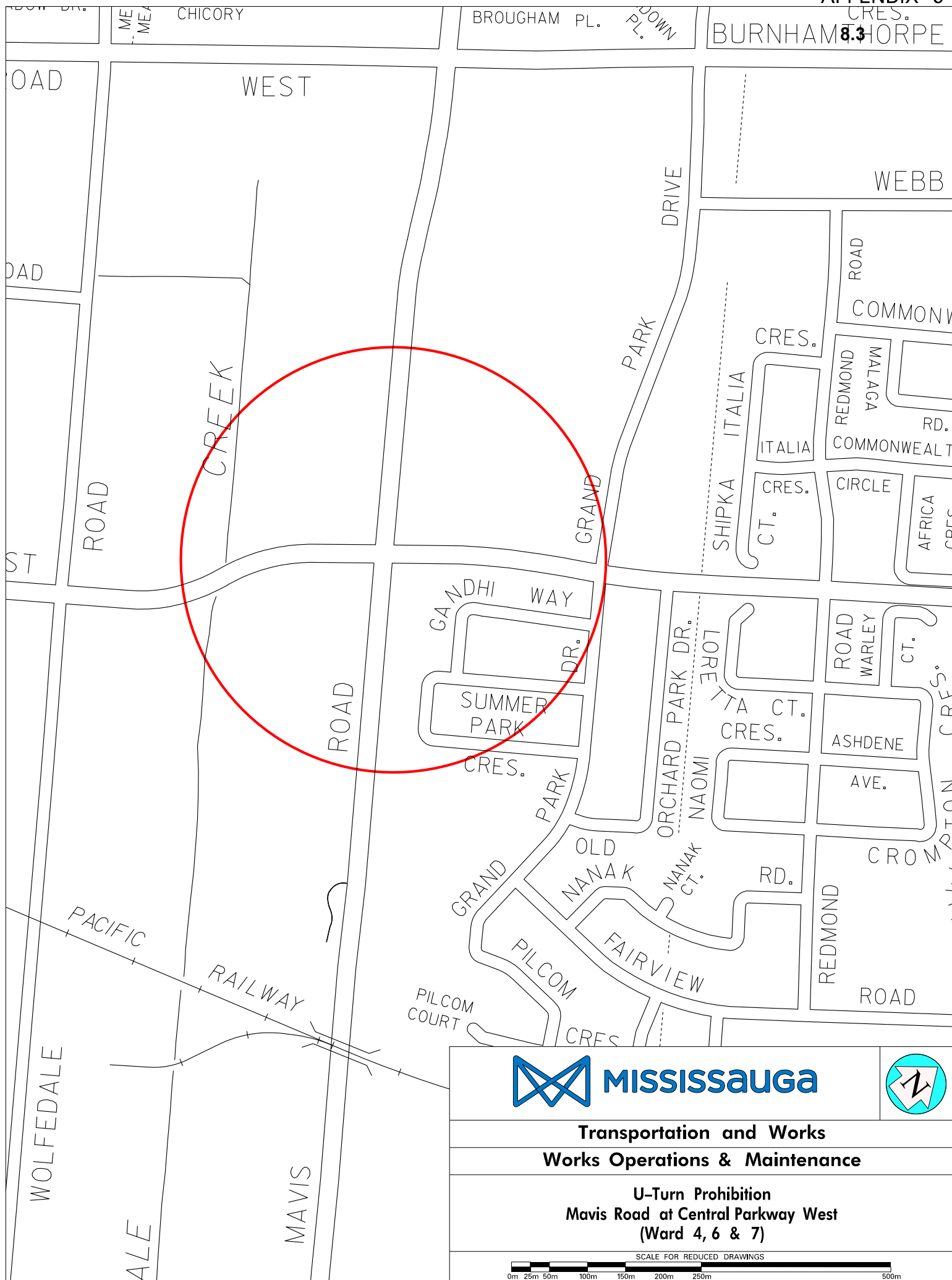
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Transportation and Works
Works Operations & Maintenance

U-Turn Prohibition
Eglinton Avenue East at Kennedy Road
(Ward 4 & 5)





Denna Yaunan

From: Nancy Salichuk on behalf of Mickey Frost
Sent: 2017/04/07 9:55 AM
To: MC
Cc: LT; Al Sousa; Andy Bate; Max Gill; Mickey Frost
Subject: Update: Review of U-turns at Signalized Intersections

Madame Mayor and Members of Council,

Further to my e-mail below dated March 3, 2017, regarding Transportation and Works' U-turn intersection review at signalized intersections, the following update is provided for your information:

Traffic Operations staff have been conducting field observations at the five selected intersections throughout the month of March prior to the installation of U-turn restrictions. Delays related to recent inclement weather have resulted in the need to push back the corporate report to General Committee to May 3, 2017 as opposed to the originally intended April meeting.

Should you have any questions or comments on this matter, please contact Al Sousa or myself.

Thank you,



Mickey Frost, HBA; CPA, CGA; MPA
 Director, Works, Operations and Maintenance
 T 905-615-3200 ext.4020
mickey.frost@mississauga.ca

City of Mississauga | Transportation and Works Department
 Works, Operations and Maintenance Division

From: Mickey Frost
Sent: 2017/03/02 11:41 AM
To: MC
Cc: Al Sousa; Andy Bate; LT
Subject: Update: Review of U-turns at Signalized Intersections

Madame Mayor and Members of Council:

Further to the discussion at the January 18, 2017 meeting of General Committee regarding the issue of safety concerns related to U-turns at signalized intersections, the following information is provided:

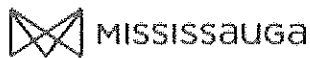
Traffic Services and Road Safety staff have identified five signalized locations with advanced left-turn signals to receive U-turn restrictions for the purpose of reviewing their effectiveness in increasing overall levels of safety by reducing incidences of disruption. These locations have been identified based on U-turn collision statistics between 2002-2013. The top five ranked locations are:

1. Eglinton Avenue West @ McLaughlin Road (Wards 4 and 5)
2. Burnhamthorpe Road West @ Mavis Road (Wards 4, 6 and 7)
3. Dundas Street East @ Tomken Road (Wards 1 and 3)
4. Eglinton Avenue East @ Kennedy Road (Wards 4 and 5)
5. Central Parkway West @ Mavis Road (Wards 6 and 7)

A Corporate Report will be prepared for consideration at General Committee in April 2017, to amend Schedule 19 of the Traffic By-Law to prohibit U-turn movements at these five locations. Staff will arrange for the monitoring of each location prior to, and after the implementation of U-turn restrictions at all approaches to each intersection selected. Any changes to the intersection operation and/or recommendations resulting from our review will be reported following our review. We anticipate completing our review and are targeting our follow up report back to General Committee on this matter by May 2018.

Should you have any questions or comments on this matter, please contact Al Sousa or myself.

Thank you,



Mickey Frost, HBA; CPA, CGA; MPA
Director, Works, Operations and Maintenance
T 905-615-3200 ext.4020
mickey.frost@mississauga.ca

City of Mississauga | Transportation and Works Department
Works, Operations and Maintenance Division

City of Mississauga

Corporate Report



Date: 2017/04/05

To: Chair and Members of General Committee

From: Gary Kent, Commissioner of Corporate Services and
Chief Financial Officer

Originator's files:

Meeting date:
2017/05/03

Subject

2016 Annual Report on Investment

Recommendation

That in compliance with Provincial legislation governing municipal investment practices, the "2016 Annual Report on Investment" dated March 31, 2017 from the Commissioner of Corporate Services and Chief Financial Officer be received for information.

Report Highlights

- The City Funds investment portfolio earned net income of \$34.1 million, generating a net yield of 3.38%.
- Revenue allocated to the Operating Fund was \$14.4 million, while Reserve Funds received \$19.7 million.

Background

Regulation 438/97, amended to 373/11, of the Municipal Act, 2001, requires a municipality to adopt a statement of investment policies and goals, and requires a report be submitted to Council annually. This Report is tabled in compliance with the Regulation.

As permitted by legislation, the City maintains an operating fund, a number of reserves and reserve funds, and trust funds for various purposes. These funds are invested in accordance with the Municipal Act and Ontario Regulations, the Funeral, Burial and Cremation Services Act, the Trustee Act and the City's Corporate Policy and Procedures on Investment.

The four major priorities of the City's Investment Policy are:

1. Legality of investments – conforming to legislative constraints;
2. Preservation of principal – avoiding the loss of monies which may result from the default of a debt issuer in the payment of principal or interest;
3. Maintenance of liquidity – the ease by which an investment can be sold and cash received; and

4. Competitive rate of return – maximizing the return on investments while conforming to other objectives.

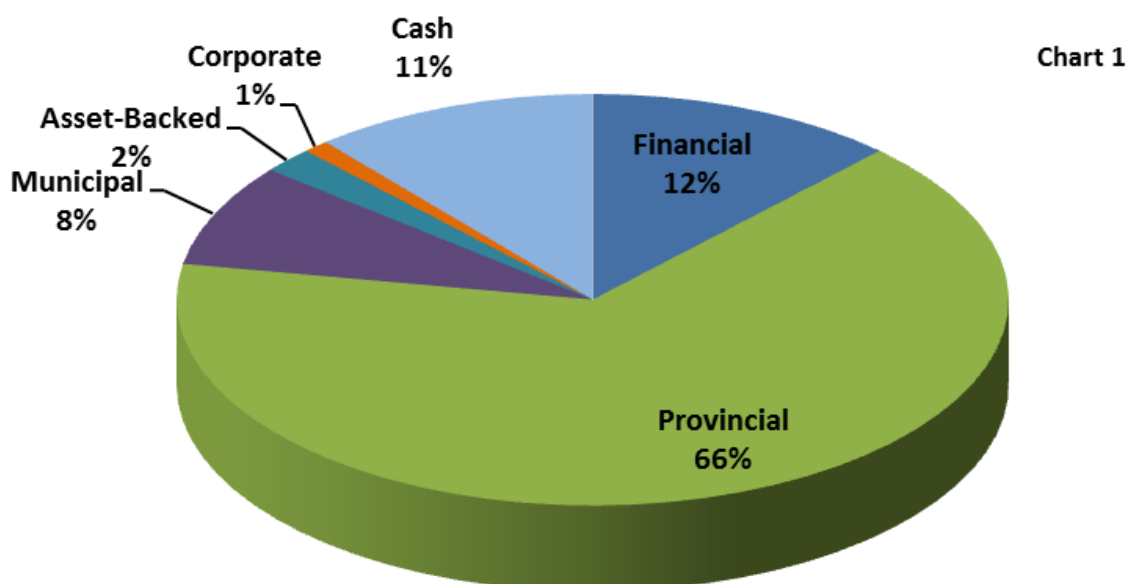
This Report outlines the implementation of these priorities and includes a summary of investment results and analysis. The City's investment practices and procedures are subject to ongoing review by both the City's Internal Auditor and the Corporation's external auditors, KPMG.

Comments

In 2016, the City earned \$34.38 million in gross investment income¹ (2015: \$32.2 million; 2014: \$35 million) with a gross yield of 3.40% (2015: 3.23%; 2014: 3.59%) as shown below:

Year	Average Balance (Book Value)	Income (Gross \$)	Yield (Gross %)	Yield (Net %)
2016	1,008,682,243	34,381,140	3.41%	3.38%
2015	995,018,110	32,175,824	3.23%	3.21%
2014	974,099,295	35,032,594	3.59%	3.57%

As at December 31, 2016, the City's Investment Portfolios² held \$983 million par value³ distributed across various securities and cash, in conformity with the City's Investment Policy:



Consolidated Investments: By Security Type

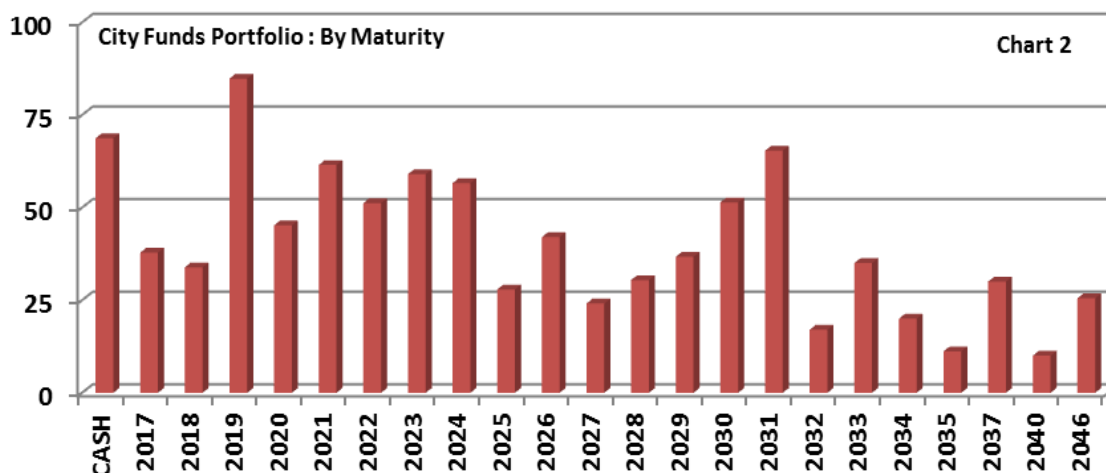
December 31, 2016

¹ Net income on investments was \$34.14 million.

² Investment Portfolios comprise both cash and securities for City Funds and DCA Portfolios.

³ Par Value is used, for Policy compliance comparison, to measure the investment limits for various securities. Portfolio holdings and limits can be found in Appendix 1. The Par Value represents what a portfolio would be worth on a dollar basis, if each security were held to its final maturity date. The Book Value of the Consolidated Investment Portfolio (total cash and securities), as at Dec 31st, 2016, is \$962.3 million.

While Province of Ontario securities represent the largest position in the portfolio, there was a shift in the type of securities held. As interest rates were forecast to rise, and were actually rising throughout 2016, coupon-bearing bonds (+\$65 mm) were favoured over zero-coupon bonds (-\$57mm). The City Funds investment maturity schedule, as at December 31st, 2016, is in Chart 2 (next page).



Financial Markets: 2016 Year in Review

In the April 13th, 2016 *Monetary Policy Report (MPR)*, the Bank of Canada (BOC) wrote, “The Canadian economy continues to undergo complex adjustments to the declines in global commodity prices and in Canada’s terms of trade. *Contraction of business investment in the energy sector has been an important drag on economic activity....*”. What the Bank was reflecting in its analysis was that the collapse in oil prices, which had persisted into 2016, had moved the Canadian economy into recession territory.

Two weeks later, on May 1st, 2016, the Alberta wildfires hit. It is estimated that the Alberta wildfires cost \$9.5 billion (in direct and indirect costs⁴) to the Canadian economy⁵. In the July 13th, 2016 MPR, the Bank of Canada shaved 0.4% off their 2016 GDP growth rate (going from a 1.7% to a 1.3% forecast) which represents a 23% reduction in growth being attributed to Alberta. CPI inflation was forecast to stay in the range 1.5%⁶ for the year.

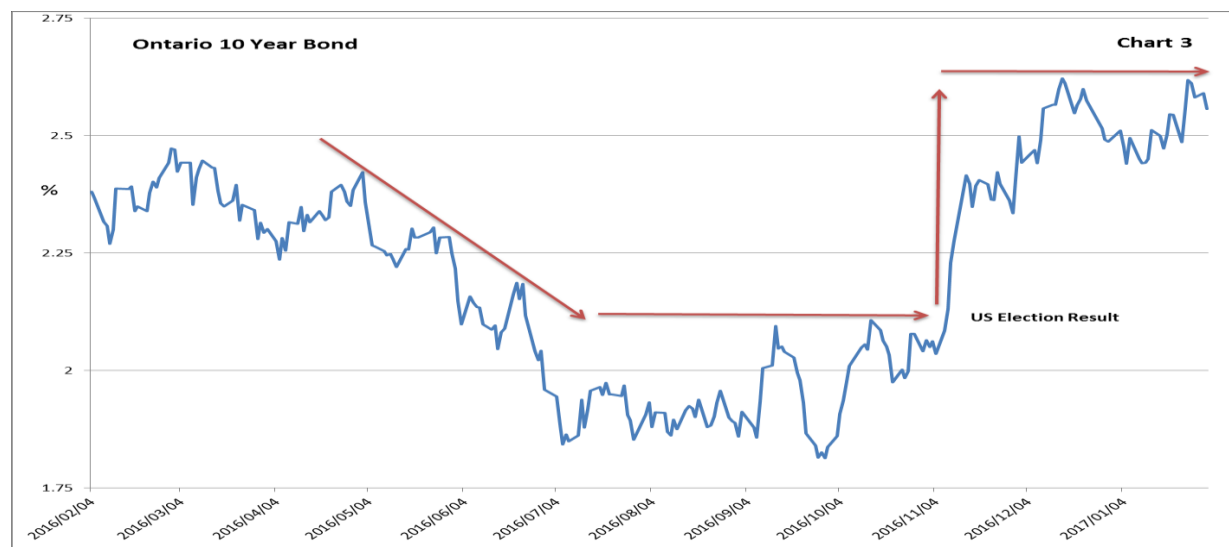
The effect of Alberta’s regional recession on monetary policy cannot be overstated. In response to those weak economic conditions, interest rates in Canada continued to fall throughout 2016, as the Bank of Canada was unequivocal in its support for the economic hardship being felt in Western Canada. The Bank continued to telegraph that that no increase in its Bank Rate would be occurring within its forecast time horizon (end of 2017).

⁴ “Costs of Alberta wildfires reach \$9.5 billion” Study: Bob Weber, BNN Canada January 17th, 2017.

⁵ It is fair to say that the Alberta economy was decimated in 2016. While Statistics Canada reported Canadian jobs grew by 214,000 (+1.2%) to December 2016, Alberta actually lost 19,000 jobs (-0.8%) during the year.

⁶ Canada CPI yr./yr. to December 2016 was +1.5% while for Alberta, it was +1.0%.

Canadian interest rate markets reacted with the Ontario 10 Year bond yield falling over 50 basis points (0.50%) in two months, going from 2.40% in May/16 to 1.85% by July/16 (see Chart 3, below). However, this turned out to be the calm before the storm.



Notwithstanding the weakness in Canadian inflation (1.5% vs. 2.0% target) and economic growth, Canadian interest rates spiked higher at year-end, being side-swiped by the US election result. The Ontario 10 Year bond yield went from 2.10% before the election (November 7th), to 2.60% by mid-December, as uncertainty around US fiscal policy and trade protectionism washed over capital markets.

Currently, in March 2017, while that interest rate appears to have stabilized in the 2.50% to 2.75% range, Canada may yet get further side-swiped with even higher interest rates from US fiscal and monetary policy. A NAFTA review has recently been announced, and Canada will be competing with the US for global infrastructure debt capital⁷.

Investment Income Analysis

During 2016, the City Funds Portfolio⁸ generated gross investment income of \$34.38 million on average daily balances of \$1.01 billion. This translated into a gross investment yield of 3.41%. Income was comprised of \$26.5 million interest, while \$7.6 million was attributed to realised capital gains. While interest rates have risen throughout the beginning of 2017, private economic forecasts see rates stable at these current levels (10 year GOC rate around 1.85% by year-end with the Ontario 10 year rate staying in the 2.65% to 2.80% range).

⁷ A suggested \$1 trillion US infrastructure program has recently been announced by the Trump administration.

⁸ This excludes the DCA Portfolio. The DCA Portfolio earned \$710,807 on average monthly cash & investment balances of \$46,179,389, yielding 1.54%.

The City Funds' Portfolio gross return of 3.41% outperformed a composite passive index⁹ by 1.95 percentage points, which had a 1.46% yield. The outperformance provided incremental revenue of \$19.6 million to the City (using average balances; actual gross investment income: \$34.38 million at 3.41% yield vs. passive index return: \$14.7 million at 1.46%).

Investment Management

The Investment Unit, which is a section of Treasury, is responsible for monitoring day-to-day operating cash balances, cash flow forecasting and monitoring, investment portfolio management, the coordination of the annual credit rating review and the timing and management of cash proceeds from both temporary borrowing and long term debenture issuance.

The Investment unit continues to demonstrate value to the City with costs of approximately 2.4 basis points (0.024%), which is well under fees charged by an externally managed public fund. As an example, management fees for the ONE Fund are 19 basis points (0.19%) for the money market fund, and 40 basis points (0.40%) for the bond fund (both which are significantly higher than the 0.024% incurred by the City).

Using a 40 basis point cost benchmark, calculated against month-end balances for the City Funds Portfolio (excluding cash), the difference between the City's in-house investment management costs and the ONE Fund's fees represents a net saving to the City of \$3.1 million for 2016. Moreover, these cost savings are supplemented by a return that is higher than that realized by the ONE Fund Bond Fund (2016: 0.68%) vs. the City Funds net return of 3.38%.

2017 Investment Outlook

While US interest rate forecasts have become more aggressive for 2017 (with the expectation the US Federal Reserve Bank will increase its overnight "Federal Funds Rate" by another 0.50% to 1.25%), the Bank of Canada overnight rate is expected to stay around 0.50%. Moreover, most long term interest rate forecasts remain benign for Canada.

Even though US 10 year bond rates are expected to be in the 2.75% area by year end, Canada 10 year interest rates are not expected to exceed 2% before the end of 2017. In light of the interest rate differentials between the two countries, the Canadian dollar is expected to fall to the 72 cent range, from its current level of 75.5 cents.

For the City Funds Portfolio, the key drivers to investment earnings continue to be investment balances (drawn from working capital, reserves, reserve funds and other balance sheet items), and reinvestment rates of maturing securities. The 2017 forecast for the City Funds Portfolio income return is in the \$28 - \$31 million range and, with modestly declining investment balances, translates into an effective yield of between 2.7% and 3%.

Financial Impact

The City earned \$34.1 million in net investment income during 2016, of which \$14.4 million was allocated to the 2016 Operating Budget, and \$19.7 million was allocated to Reserve Funds.

⁹ The passive index return is calculated using the "average yield" for a constructed portfolio that is comparable to the City's existing Investment Policy. It is constructed using the following indices, their monthly yields (averaged for the year), and their respective (passive index weight): 91-Day GOCT-Bill yield: 0.50% (14%); DEX Index of Canadian Government Bond: 1.64% (43%); DEX Index of High Grade (AAA/AA) Corporate Bonds: 1.59% (43%).

Conclusion

In compliance with Provincial Regulation 438/97, amended to 373/11, all investment transactions during 2016 were made in accordance with the existing Investment Policy.

As at December 31, 2016, the City held \$962 million (book value) in various securities, and cash. The City Funds Portfolio earned (net) \$34.1 million translating into a net investment yield of 3.38%. Proceeds were distributed between the Operating Budget (\$14.4 million) and Reserve Funds (\$19.7 million).

For 2017 and beyond, Investment is assuming an increasing interest rate environment with annual investment income to be in the \$30 million range.

Attachments

Appendix 1: Total Investment Portfolio - by Security Type



Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Mark Waugh, MA
Manager, Treasury Services

CITY OF MISSISSAUGA		TOTAL INVESTMENT PORTFOLIO: BY INVESTMENT TYPE			DATE: December 31st, 2016					Appendix 1	
TYPE	ISSUER/GUARANTOR OF SECURITIES	INVESTMENT POLICY LIMIT		CURRENT SECURITIES (%)	CONSOLIDATED AMOUNTS			CITY FUNDS		DCA RESERVE FUNDS	
		UPPER LIMIT (%)	(\$000)		PAR VALUE (\$000)	BOOK (\$000)	CASH & SECURITIES (%)	PAR VALUE (\$000)	BOOK (\$000)	PAR VALUE (\$000)	BOOK (\$000)
<u>SCHEDULE I</u>											
A01	BANK OF MONTREAL CIBC	20%	175,505	2.42	21,200	21,410	2.16	16,200	16,482	5,000	4,928
A02	ROYAL BANK	20%	175,505	1.71	15,000	15,049	1.53	15,000	15,049		
A03	TORONTO DOMINION BANK	20%	175,505	5.58	49,000	49,617	4.99	49,000	49,617		
A04	BANK OF NOVA SCOTIA	20%	175,505	1.14	10,000	10,295	1.02	10,000	10,295		
A05		20%	175,505	2.28	20,000	20,351	2.03	20,000	20,351		
		70%	614,269	13.13	115,200	116,723	11.72	110,200	111,795	5,000	4,928
<u>SCHEDULE II</u>											
B16	HSBC BANK CANADA										
		10%	87,753	0.46	4,000	4,001	0.41	4,000	4,001		
	NON-SCHEDULE I INSTITUTIONS	40%	351,011	0.46	4,000	4,001	0.41	4,000	4,001	-	-
	TOTAL FINANCIAL INSTITUTIONS	70%	614,269	13.58	119,200	120,725	12.13	114,200	115,796	5,000	4,928
G01	GOVT OF CANADA	NONE									
G02	PROV OF ONTARIO	NONE		53.51	469,550	417,612	47.77	469,550	417,612		
<u>OTHER PROVINCES</u>											
G05	MANITOBA	20%	175,505	3.38	29,700	33,881	3.02	13,700	17,827	16,000	16,053
G06	NOVA SCOTIA	20%	175,505	2.28	20,000	28,258	2.03	20,000	28,258		
G07	NEW BRUNSWICK	20%	175,505	4.45	39,079	40,500	3.98	39,079	40,500		
G09	SASKATCHEWAN	20%	175,505								
G10	NEWFOUNDLAND	20%	175,505	10.26	90,000	103,275	9.16	90,000	103,275		
G11	PEI	20%	175,505								
	TOTAL OTHER PROVINCES	NONE		20.37	178,779	205,913	18.19	162,779	189,860	16,000	16,053
	TOTAL CANADA & PROV GOVTS	30% min	263,258	73.88	648,329	623,525	65.96	632,329	607,472	16,000	16,053
<u>MUNICIPALITIES</u>											
M11	PEEL REGION	10%	87,753	1.69	14,810	14,853	1.51	14,810	14,853		
M12	HALTON REGION	10%	87,753	0.40	3,500	3,496	0.36	3,500	3,496		
M13	TORONTO	10%	87,753	2.07	18,195	18,237	1.85	18,195	18,237		
M01	OTHER ONTARIO MUNICIPALITIE	10%	87,753	3.83	33,611	34,679	3.42	33,611	34,679		
N02	NON ONT MUNICIPALITIES	5%	43,876	0.61	5,382	5,639	0.55	5,382	5,639		
N03	B.C. MUNICIPAL FINANCE	5%	43,876	1.42	12,500	13,573	1.27	12,500	13,573		
	TOTAL MUNICIPALITIES	20%	175,505	10.03	87,998	90,477	8.95	87,998	90,477	-	-
<u>ASSET-BACKED SECURITIES</u>											
S18	MASTER CREDIT CARD TRUST	5%	43,876	1.14	10,000	10,196	1.02	10,000	10,196		
S23	GLACIER TRUST	5%	43,876	0.80	7,000	7,027	0.71	7,000	7,027		
S24	CARDS TRUST	5%	43,876								
S26	GENESIS II TRUST	5%	43,876								
	TOTAL ASSET-BACKED	20%	175,505	1.94	17,000	17,224	1.73	17,000	17,224	-	-
D01	CORPORATE	5%	43,876	0.57	5,000	4,992	0.51	5,000	4,992		
X02	ONE MONEY MARKET FUND	10%	87,753								
	TOTAL 'ONE' FUNDS	20%	175,505								
	TOTAL INVESTMENTS			100.00	877,527	856,942	89.28	856,527	835,960	21,000	20,982
	CASH BALANCE				105,410	105,410	10.72	68,704	68,704	36,705	36,705
	TOTAL PORTFOLIO				982,937	962,352	100.00	925,231	904,665	57,705	57,687

REPORT 4 - 2017

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Mississauga Cycling Advisory Committee presents its fourth report for 2017 and recommends:

MCAC-0015-2017

That the Mississauga Cycling Advisory Committee supports Active Transportation staff presenting to General Committee their recommendations for the 2017 Tour de Mississauga. (MCAC-0015-2017)

REPORT 1-2017

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Public Vehicle Advisory Committee presents its first report for 2017 and recommends:

PVAC-0001-2017

That the deputation by Mark Sexsmith, Taxi Industry with respect to Council Resolution 0054-2017, to issue 250 taxi plates to individuals on the priority list, be received.

(PVAC-0001-2017)

PVAC-0002-2017

That the deputation by Peter Pellier, Taxi Industry with respect to Council Resolution 0054-2017, to issue 250 taxi plates to individuals on the priority list, be received.

(PVAC-0002-2017)

PVAC-0003-2017

That a by-law be enacted to amend the Public Vehicle Licensing By-law 420-04, as amended, to prohibit persons from obtaining a taxicab licence or limousine licence who has a driver's abstract that contains more than seven demerit points as outlined in the report from the Commissioner, Transportation and Works, dated April 10, 2017 and entitled "Amendments to the Public Vehicle Licensing By-law 420-04, as amended, to change the driver's abstract requirements from more than six demerit points to more than seven demerit points".

(PVAC-0003-2017)

PVAC-0004-2017

That a by-law be enacted to amend the Public Vehicle Licensing By-law 420-04, as amended, to eliminate the requirement for a medical certificate to be licensed as a taxi or limousine driver, as outlined in the report from the Commissioner, Transportation and Works, dated April 10, 2017 and entitled "Amendments to the Public Vehicle Licensing By-law 420-04, as amended, to eliminate the requirements for medical certificates for taxi and limousine drivers".

(PVAC-0004-2017)

PVAC-0005-2017

That the email dated January 29, 2017 from Al Cormier, Citizen Member with respect to on-demand accessible taxi service, be received.

(PVAC-0005-2017)

PVAC-0006-2017

That the Public Vehicle Advisory Committee Action List be received for information.

(PVAC-0006-2017)

PVAC-0007-2017

1. That staff be directed to send a letter to all individuals on the taxi plate priority list to gauge interest in the purchase of a temporary taxi plate during the TNC Pilot Project;
2. That the consideration of Council Resolution 0054-2017 , specifically to the issuance of 250 taxi plates to those individuals on the priority list, be deferred to a Special Public Vehicle Advisory Committee meeting, following Enforcement staff's issuance of a letter to gauge interest in purchasing a temporary plate during the TNC Pilot Project.

(PVAC-0007-2017)

PVAC-0008-2017

That Information Items 8.1 to 8.6 on the Public Vehicle Advisory Committee agenda for April 24, 2017, be received for information.

(PVAC-0008-2017)

REPORT 2 - 2017

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Arts, Culture & Heritage Ad Hoc Committee presents its second report for 2017 and recommends:

ACHC-0005-2017

That the deputations made by members of the Community Arts, Culture & Heritage organizations be received.

(ACHC-0005-2017)

ACHC-0006-2017

That Culture Division Master Plan update be received for information.

(ACHC-0006-2017)

ACHC-0007-2017

That the email dated January 17, 2017 from Jeremy Harvey, Resident with respect to the role of the City and the Culture Division in the Arts, Culture & Heritage Committee's Terms of Reference be received.

(ACHC-0007-2017)

ACHC-0008-2017

That the Terms of Reference for the Arts, Culture & Heritage Ad Hoc Committee be received for information.

(ACHC-0008-2017)

ACHC-0009-2017

That the Third Monday Collective Organizational Profiles 2017 be received for information.

(ACHC-0009-2017)

ACHC-0010-2017

That the funding for the MAC TV proposal be considered through the 2018 grant program.

(ACHC-0010-2017)

Report 4 -2017

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Traffic Safety Council presents its fourth report for 2017 and recommends:

TSC-0056-2107

That the Cycling Master Plan PowerPoint presentation by Pauline Craig, Cycling Master Plan Coordinator, be received for information.

(TSC-0056-2017)

TSC-0057-2017

1. That Transportation and Works be requested to consider the following:
 - a. Review signage on Vista Boulevard in front of Vista Heights Public School.
 - b. Install “No U-Turn” signage in the Vista Heights Public School area.
2. That Peel Regional Police be requested to enforce U-Turn violations between the peak times of 8:55 a.m. to 9:30 a.m., and from 3:30 p.m. to 3:50 p.m., as time and manpower permits, once the “No U-Turn” signage has been installed, for students attending Vista Heights Public School.
3. That Parking Enforcement be requested to monitor and enforce parking prohibitions between the peak times of 8:55 a.m. to 9:30 a.m., and from 3:30 p.m. to 3:50 p.m., for students attending Vista Heights Public School.
4. That the Peel District School Board be requested to review the feasibility of installing “Watch For Pedestrians” signs at the entrance and exit of the Vista Heights Public School’s Kiss & Ride area.
5. That the Principal of Vista Heights Public School be requested to encourage parents to use the Kiss & Ride in the morning to drop off students.

(Ward 11)

(TSC-0057-2017)

TSC-0058-2017

1. That Transportation and Works be requested to review the signage in the area of Britannia Public School on Swinbourne Drive and create a “No U-Turn” zone in front of Britannia Public School.
2. That Parking Enforcement be requested to enforce “No Stopping” violations in the area of Britannia Public School between the peak times of 8:20 a.m. to 8:45 a.m. and from 2:50 p.m. to 3:10 p.m., once signage has been installed.
3. That Peel Regional Police be Requested to enforce moving violations at Britannia Public School on Swinbourne Drive between the peak times of 8:20 a.m. to 8:45 a.m. and from 2:50 p.m. to 3:10 p.m., once signage has been installed.
4. That Traffic Safety Council be requested to contact the Principal of Britannia Public School regarding implementing the School Walking Routes Program.

5. That the Peel District School Board be requested to review the feasibility of increasing traffic flow, and provide additional storage for vehicles on the property of Britannia Public School to alleviate congestion on the street.
6. That Traffic Safety Council be requested to conduct a further site inspection on Swinbourne Drive, in front of Britannia Public School, once recommendations 1 through 5, above, have been considered.

(Ward 11)

(TSC-0058-2017)

TSC-0059-2017

That the request for the placement of a crossing guard at Creditview Road and Rathburn Road West for the students attending St. David of Wales Catholic School be denied as the warrants are not met.

(Ward 6)

(TSC-0059-2017)

TSC-0060-2017

That the email dated April 7, 2017 from Councillor Pat Saito, on behalf of area resident, requesting that a site inspection be conducted at the intersection of Joliette Crescent and Copenhagen Road for the students attending St. Richard Catholic School be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 9)

(TSC-0060-2017)

TSC-0061-2017

That the request to conduct a safety review in front of Oscar Peterson Public School, received from David Marcotte, Maintenance Services, Peel District School Board, in email dated April 4, 2017, be deferred to a future Traffic Safety Council meeting, if required.

(Ward 10)

(TSC-0061-2017)

TSC-0062-2017

That the email dated April 5, 2017 from Councillor George Carlson, on behalf of an area resident with respect to traffic concerns on Gaslamp Walk and Old Derry Road, for the students attending Rotherglen Meadowvale Elementary School, be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 11)

(TSC-0062-2017)

TSC-0063-2017

That the email dated April 5, 2017 from Councillor George Carlson on behalf of an area resident with respect to traffic issues at the intersection of Fengate Drive and Meadowvale Boulevard for the students attending École Secondaire Ste. Famille be received and referred to the Traffic Safety Council Site Inspection Subcommittee for a report back to the Traffic Safety Council.

(Ward 11)

(TSC-0063-2017)

TSC-0064-2017

That the Minutes from the March 29, 2017 Public Information Subcommittee meeting be received.

(TSC-0064-2017)

TSC-0065-2017

That the Parking Enforcement Report with respect to parking enforcement in school zones for the month of March 2017 be received for information.

(TSC-0065-2017)

TSC-0066-2017

1. That the Peel District School Board be requested to considering conducting a review of the Kiss & Ride area at Castlebridge Public School.
2. That the Principal of Castlebridge Public School be requested to consider the following:
 - a. Re-enforce to parents and staff that there is a “No Left Turn” prohibition when existing the school’s west driveway.
 - b. Remind staff that the east driveway is an entrance drive only.
 - c. Remind the parents to be cognizant of the safety of all students while picking up your student.
3. That Parking Enforcement be requested to enforce “No Stopping” zones on Castlebridge Drive between the peak times of 8:40 a.m. to 9:50 a.m. and then from 3:20 p.m. to 3:45 p.m. along Castlebridge Drive for the students attending Castlebridge Public School.

(Ward 9)

(TSC-0066-2017)

TSC-0067-2017

1. That the request for the placement of a crossing guard at the intersection of Aquinas Avenue and Southampton Drive for the students attending Artesian Drive Public School and St. Sebastian Catholic School, be denied as the warrants are not met.
2. That the Principal of Artesian Drive Public School and St. Sebastian Catholic School be requested to remind students and parents of their requirement of wearing a helmet while riding a bike.

(Ward 8)

(TSC-0067-2017)

TSC-0068-2017

That the Action Items Report from Transportation and Works for the month of March 2017 be received for information.

(TSC-0068-2017)