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## General Committee

### Date

2017/05/17

### 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
Councillor Carolyn Parrish	Ward 5 (Chair)
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](mailto:sacha.smith@mississauga.ca)

### Find it Online

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

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**INDEX – GENERAL COMMITTEE – MAY 17, 2017**

1. **CALL TO ORDER**
2. **APPROVAL OF AGENDA**
3. **DECLARATION OF CONFLICT OF INTEREST**
4. **PRESENTATIONS** - Nil
5. **DEPUTATIONS**
- 5.1. Ryan Marlow, Aquatics Supervisor - Clarkson Pool, Shannon McVittie, Supervisor, Community Programs and Bill Allen, Chair, Executive Board, Parks and Recreation Ontario with respect to the City's High Five Accreditation.
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. Turning Prohibition – Commerce Boulevard at the Commerce Access Transitway (Ward 5)
- 8.2. Industrial On-Street Permit Parking Expansion – Gana Court (Ward 5)
- 8.3. Downtown On-Street Paid Parking Expansion (Wards 4 and 7)
- 8.4. Removal and Replacement of The Living Wall between Uxbridge Lane and Rathburn Road East (Ward 3)
- 8.5. Mississauga Advertising Strategy & Communications Strategy
- 8.6. Public Transit Infrastructure Fund (PTIF) and Clean Water Wastewater Fund (CWWF) Financial Adjustment Report

**INDEX – GENERAL COMMITTEE – MAY 17, 2017****CONTINUED**

- 8.7. Single Source Contract Renewal with Wilmac Business Equipment (Canada) Co. ULC for NICE Radio and Phone Communications Recording Systems File Ref: Procurement FA.49.374-12

9. **ADVISORY COMMITTEE REPORTS**

- 9.1. Heritage Advisory Committee Report 4 - Part 2 - April 11, 2017
- 9.2. Environmental Action Committee Report 3-2017 May 2, 2017
- 9.3. Council Subcommittee of Towing Report 1 - 2017 May 2, 2017
- 9.4. Heritage Advisory Committee Report 5 - May 9, 2017
- 9.5. Mississauga Cycling Advisory Committee Report 5 - 2017- May 9, 2017

10. **MATTERS PERTAINING TO REGION OF PEEL COUNCIL**

11. **COUNCILLORS' ENQUIRIES**

12. **OTHER BUSINESS/ANNOUNCEMENTS**

13. **CLOSED SESSION**

(Pursuant to Subsection 239 (2) of the Municipal Act, 2001)

- 13.1. The security of the property of the municipality or local board - Future Service Levels for Security.

14. **ADJOURNMENT**

# City of Mississauga

## Corporate Report



Date: 2017/05/02

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-34E

Meeting date:  
2017/05/17

### Subject

**Turning Prohibition - Commerce Boulevard at the Commerce Access Transitway (Ward 5)**

### Recommendation

That a by-law be enacted to amend the Traffic By-law 555-00, as amended, to implement northbound left-turn and southbound right-turn prohibitions, at any time (authorized vehicles excepted), on Commerce Boulevard at the Commerce Access Transitway as outlined in the report from the Commissioner of Transportation and Works, dated May 2, 2017 entitled "Turning Prohibition - Commerce Boulevard at the Commerce Access Transitway".

### Background

As part of the commissioning of Phase 3 of the Mississauga Transitway, there is a need to implement northbound left-turn and southbound right-turn prohibitions on Commerce Boulevard at the Commerce Access Transitway. A location map is attached as Appendix 1.

### Comments

Northbound left-turn and southbound right-turn prohibitions are requested to ensure that unauthorized vehicles do not enter the Mississauga Transitway from Commerce Boulevard.

### Financial Impact

The costs for the signs installation can be accommodated in the Transitway Capital Budget.

### Conclusion

The Transportation and Works Department recommends the implementation of northbound left-turn and southbound right-turn prohibitions, at any time (authorized vehicles excepted), on Commerce Boulevard at the Commerce Access Transitway.

General Committee

2017/05/02

Originators files: MG.23.REP

RT.10.Z-34E

## Attachments

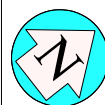
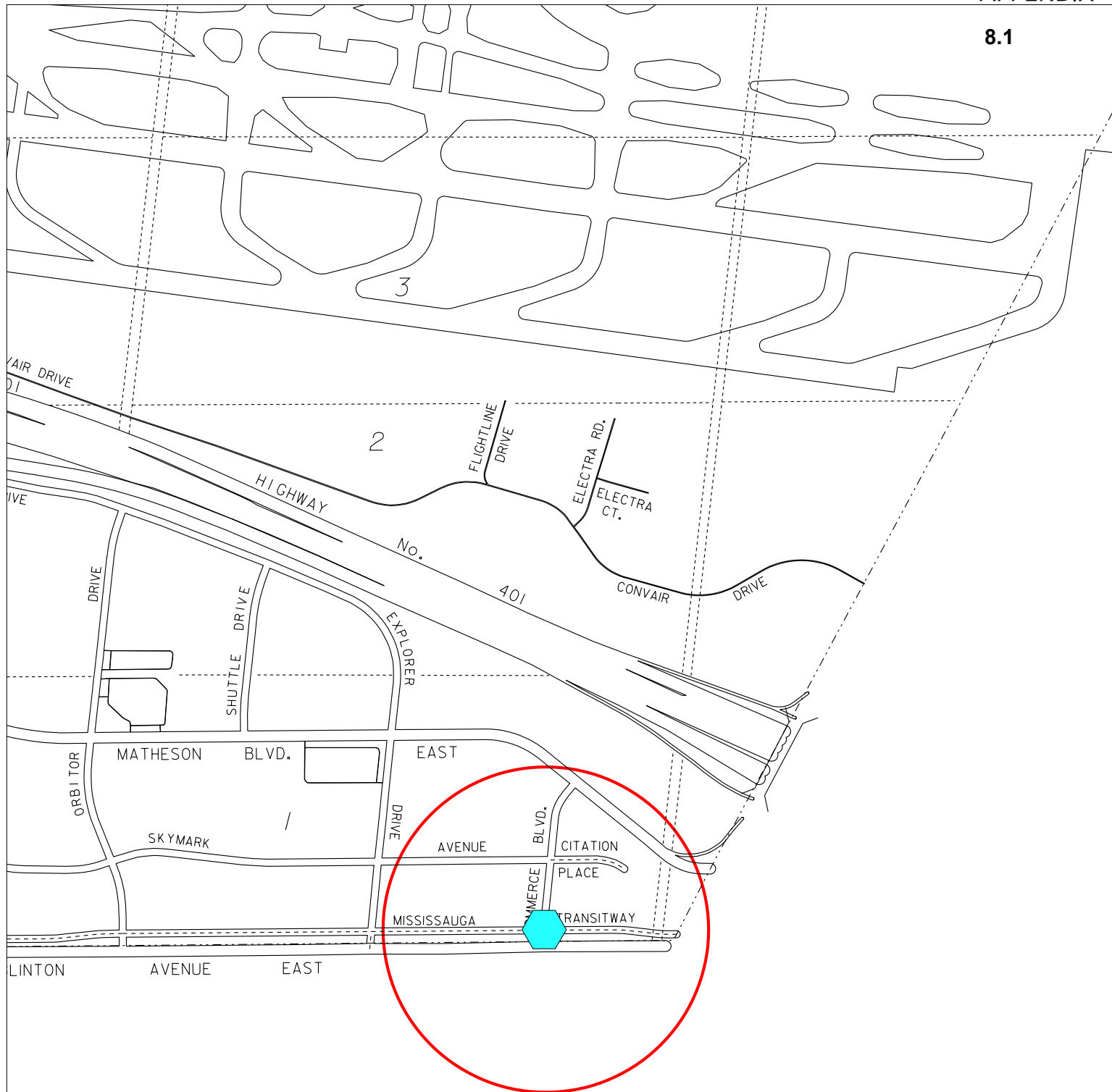
Appendix 1: Location Map - Turning Prohibitions on Commerce Boulevard at the Commerce Access Transitway. (Ward 5)



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

Prepared by: Alex Liya, C.E.T. Traffic Operations Technician



**Transportation and Works**  
**Works Operations & Maintenance**

**Turning Prohibitions**  
**Commerce Boulevard at Commerce Access Transitway**  
**(Ward 5)**



# City of Mississauga

## Corporate Report



Date: 2017/05/01

To: Chair and Members of General Committee

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

Originator's files:  
MG.23.REP

Meeting date:  
2017/05/17

### Subject

**Industrial On-Street Permit Parking Expansion – Gana Court (Ward 5)**

### Recommendation

1. That a by-law be enacted to amend By-law 555-2000, as amended, to remove the parking prohibition on the west side of Gana Court between a point 465 meters (1,525 feet) west-north of Tomken Road to a point 90 meters (295 feet) northerly thereof, as outlined in the report from the Commissioner of Transportation and Works, dated April 25, 2017 and entitled "Industrial On-Street Permit Parking Expansion – Gana Court (Ward 5)".
2. That a by-law be enacted to amend By-law 555-2000, as amended, to implement on-street permit parking anytime on the west side of Gana Court between a point 465 meters (1,525 feet) west-north of Tomken Road to a point 90 meters (295 feet) northerly thereof, as outlined in the report from the Commissioner of Transportation and Works, dated April 25, 2017 and entitled "Industrial On-Street Permit Parking Expansion – Gana Court (Ward 5)".

### Background

In 2012, City Council adopted a recommendation to implement an Industrial On-Street Permit Parking Pilot Program. In collaborating with the participating companies, we have determined that the option of extended on-street permit parking has been of value to companies that have limited on-site parking availability.

As a result, the program has been extended until the Parking Master Plan and Implementation Strategy (PMPIS) is completed. The PMPIS will provide a coordinated approach for the implementation of parking policy, rates and operations across the City.

## Comments

Super Pufft Snacks Corporation is located at 880 Gana Court. The company has expanded and added staff in recent years and as a result have insufficient on-site parking for guests and staff. Super Pufft Snacks Corporation has submitted a request to provide extended on-street parking for up to 25 vehicles and would like to make an initial purchase of 10 on-street parking permits.

Currently vehicle parking is prohibited on both sides of Gana Court. A review of Super Pufft's request with Traffic Operations has determined that that parking prohibition was implemented in 1989, however a recent site inspection has determined that the road is 40 feet wide and can safely accommodate two way traffic and parking on one side of the road.

To accommodate the request for extended on-street parking for up to 25 vehicles, the parking prohibition on the west side of Gana Court, between 800 and 880 Gana Court, will need to be removed. Traffic Operations has reviewed this proposal and there are no concerns.

The Transportation and Works Department supports removing the parking prohibition on the west side of Gana Court between 800 and 880 Gana Court, and implementing Industrial On-Street Permit Parking at the same location.

The local Councillor supports this change in parking. A Gana Court location map is attached as Appendix 1.

## Financial Impact

The financial impact of providing the industrial on-street parking permit program on Gana Court for 10 parking permits will result in additional annual revenue of \$1,750 in 2017. The costs for additional sign installations is minimal and can be accommodated in the 2017 Current Budget.

## Conclusion

The Transportation and Works Department supports removing the parking prohibition on the west side of Gana Court, between 800 and 880 Gana Court and implementing Industrial On-Street Permit Parking at the same location.

## Attachments

Appendix 1: Industrial On-Street Permit Parking - Gana Court




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

Prepared by: Tomasz Brzeziak, C.E.T., Parking Coordinator





MISSISSAUGA



Transportation and Works  
Works Operations & Maintenance

Industrial On-Street Permit Parking – Gana Court  
Ward 5

SCALE FOR REDUCED DRAWINGS

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

# City of Mississauga

## Corporate Report



Date: 2017/05/01

To: Chair and Members of General Committee

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

Originator's files:  
MG.23.REP

Meeting date:  
2017/05/17

## Subject

**Downtown On-Street Paid Parking Expansion (Ward 4 and Ward 7)**

## Recommendation

1. That a by-law be enacted to amend By-law 555-2000, as amended, to implement paid parking anytime on the west side of Parkside Village Drive from a point 100 meters (328 feet) north of Burnhamthorpe Road to Arbutus Way, as outlined in the report from the Commissioner of Transportation and Works, dated April 26, 2017 and entitled "Downtown On-Street Paid Parking Expansion (Ward 4 and Ward 7)".
2. That a by-law be enacted to amend By-law 555-2000, as amended, to implement paid parking anytime on the east side of Brickstone Mews from Burnhamthorpe Road to Curran Place as outlined in the report from the Commissioner of Transportation and Works, dated April 26, 2017 and entitled "Downtown On-Street Paid Parking Expansion (Ward 4 and Ward 7)".
3. That a by-law be enacted to amend By-law 555-2000, as amended, to implement paid parking anytime on the east side of Grand Park Drive from a point 22 meters (72 feet) south of Burnhamthorpe Road to a point 40 meters southerly thereof as outlined in the report from the Commissioner of Transportation and Works, dated April 26, 2017 and entitled "Downtown On-Street Paid Parking Expansion (Ward 4 and Ward 7)".

## Report Highlights

- Parking demand on Parkside Village Drive and Brickstone Mews in the Downtown has increased significantly due to the construction of new condominium developments at both of these locations.
- To better serve the increased demand for on-street parking, revised time-stay limits of three hours Monday to Friday and four hours Saturday and Sunday are required.
- A parking fee structure of \$1.50 per hour for the first two hours of parking and \$2.00 for the third hour of parking from Monday to Friday and \$1.50 per hour up to a maximum of

four hours parking on Saturdays and Sundays will allow for a consistent level of parking availability by stimulating parking turnover.

- The objectives of paid parking are to manage local traffic and to ensure a consistent level of parking availability in an effective and efficient manner.
- Total gross revenue from introducing paid parking controls at these locations is anticipated to be \$40,000 in the first full year of operations.

## Background

On February 11, 2009, Council endorsed the “Parking Strategy for Mississauga City Centre: Final Report.” The strategy recommended implementing on-street paid parking in the Downtown to establish an economic value for parking, demonstrate civic leadership regarding the use of parking pricing to encourage more sustainable transportation options, decouple the cost of parking from the cost of building use, and contribute to the capital and operating cost recovery of the City’s parking investments.

## Comments

The new Pinnacle Grand Park condominium is located on the south-east corner of Burnhamthorpe Road West and Grand Park Drive to the southwest of the Downtown’s main core. A location map is attached as Appendix A. The parking lay-by on the east side of Grand Park Drive immediately south of Burnhamthorpe Road was constructed as a component of the street redesign, which was required to accommodate the construction of the building. The lay-by is intended to provide parking service for the condominium’s ground-level businesses.

On-street parking in the immediate area of the building is limited and in high demand. Observations conducted by staff over the last several months have determined that the lay-by parking at this location is well utilized and vehicles remain parked for prolonged periods of time.

Brickstone Mews and Parkside Village Drive are new Downtown roads that were built to accommodate condominium developments. A location map is attached as Appendix A. Construction of the new roadways included parking lay-bys on the west side of Parkside Village Drive and the east side of Brickstone Mews. The parking lay-bys are intended to provide additional parking options for the condominium’s future ground level businesses and visitors.

In order to stimulate parking turnover of these high demand parking areas, parking management through paid parking is required.

The “Parking Strategy for Mississauga City Centre: Final Report”, recommends implementing paid parking on all new streets constructed in the Downtown. On-street parking in most areas of the Downtown continues to be in high demand. Introducing paid 24 hour parking in the areas

specified earlier in this report will align those locations with existing on-street paid parking operations in the Downtown.

### **Current Downtown Paid Parking Hours of Operation and Fees**

<b>Timings</b>	<b>Fees</b>
<b>Daytime on-street parking</b> Monday to Friday, 8 a.m. to 6 p.m. Saturday and Sunday, 10 a.m. to 6 p.m.	\$1.00 per hour (2 hour maximum)
<b>Overnight on-street parking</b> Sunday to Thursday, 6 p.m. to 8 a.m. Friday and Saturday, 6 p.m. to 10 a.m.	\$5.00 Maximum rate (incremental payment available)  The overnight maximum parking rate can be purchased starting at 5:30 p.m.

In the fall of 2016 in Port Credit the on-street parking maximum time stay was increased from two hours to three hours and the hourly parking rate was increased from \$1.00 to \$1.50 per hour with the third hour costing \$2.00. As a component of the process to revise parking fees in Port Credit, Municipal Parking also reviewed on-street parking data in the Downtown. The analysis concluded that the majority of Downtown on-street paid parking customers purchase the maximum parking limit of two hours. It is expected that these new Downtown developments will stimulate additional on-street parking demand and that a revised parking time stay limit of three hours would be warranted.

Municipal Parking recommends implementing 24 hour paid parking on the east side of Grand Park Drive, west side of Parkside Village Drive, and the east side of Brickstone Mews as follows:

### **PROPOSED: Paid Parking Hours of Operation and Fees**

<b>Timings</b>	<b>Fees</b>
<b>Daytime on-street parking</b> Monday to Friday, 8 a.m. to 6 p.m.	\$1.50 per hour \$2.00/hr third hour (3 hour maximum)
Saturday and Sunday, 10 a.m. to 6 p.m.	\$1.50 per hour (4 hour maximum)
<b>Overnight on-street parking</b> Sunday to Thursday, 6 p.m. to 8 a.m. Friday and Saturday, 6 p.m. to 10 a.m.	\$5.00 Maximum rate (incremental payment available)  The overnight maximum parking rate can be purchased starting at 5:30 p.m.

On-street paid parking has now been in place for over nine years in the Downtown. It is expected that the adoption of the parking hours of operation and fees as outlined in the previous chart will maintain desired parking turnover, while providing short-term parking options that are more reflective of the on-street parking demand in these new Downtown parking areas.

Staff are currently reviewing the hours of operation and fee structure of existing paid parking areas in the Downtown and are expecting to submit a report to General Committee before the end of the year outlining recommendations for revisions to the Downtown paid parking program.

The local Councillors support this change in parking.

## Financial Impact

The Capital cost of the new Parking Pay and Display machines that are required for the implementation of paid parking on Grand Park Drive, Brickstone Mews, and Parkside Village Drive have been accommodated within the current Capital Budget. The cost for additional sign installations and sign replacements is minimal and can be accommodated in the 2017 Operating Budget.

## Conclusion

The Transportation and Works Department supports implementing paid parking anytime on the east side of Brickstone Mews between Burnhamthorpe Road and Curran Place, on the east side of Grand Park Drive from a point 22 meters (72 feet) south of Burnhamthorpe Road to a point 40 meters (131 feet) southerly thereof, and on Parkside Village Drive from a point 100 meters (328 feet) north of Burnhamthorpe Road to Arbutus Way.

These changes to the Downtown paid parking program will require amendments to Traffic By-law No. 555-00 as outlined in this report.

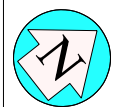
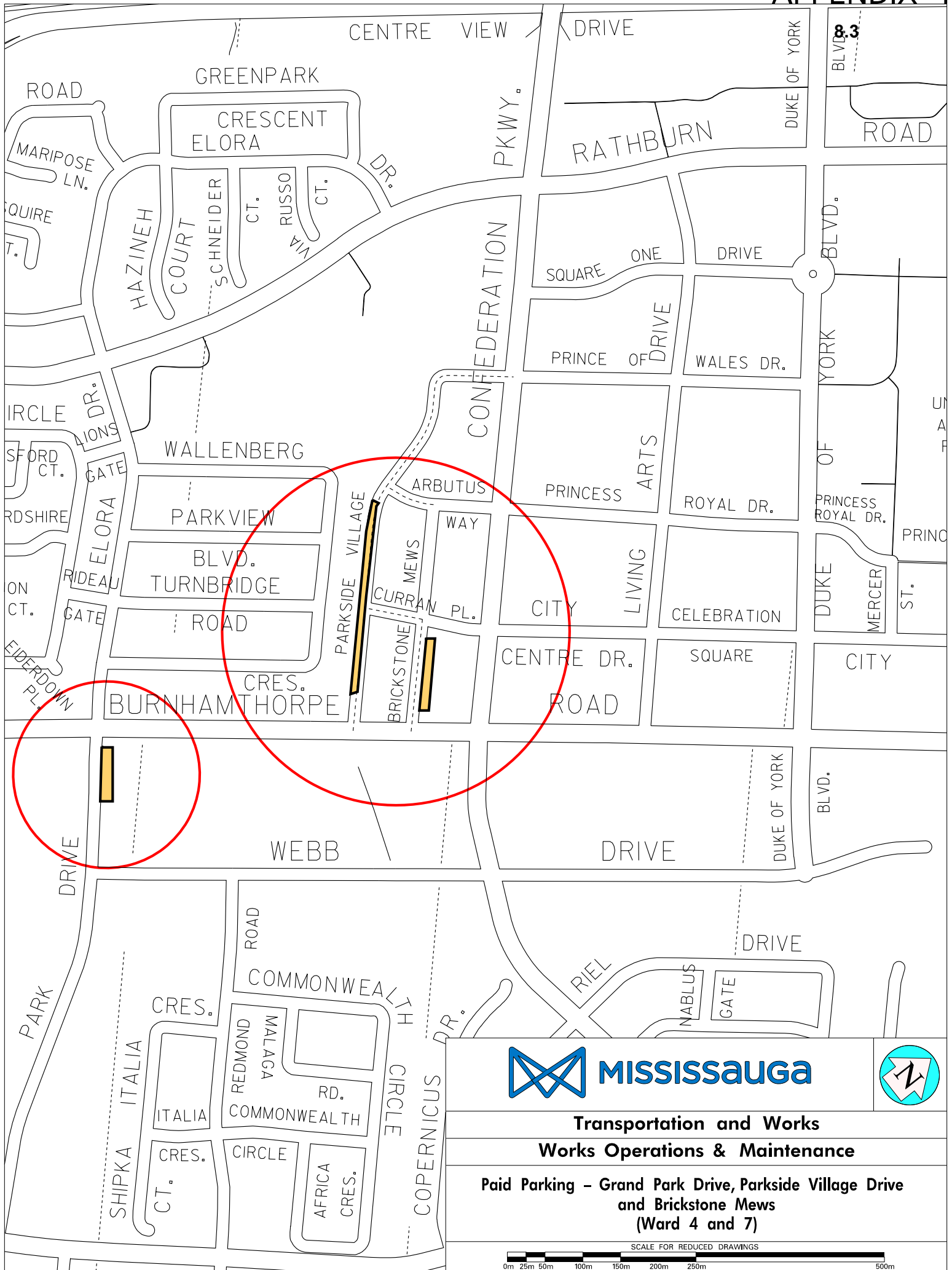
## Attachments

Appendix 1: Paid Parking - Grand Park Drive, Parkside Village Drive and Brickstone Mews



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

Prepared by: Tomasz Brzeziak, C.E.T., Parking Coordinator



**Transportation and Works**  
**Works Operations & Maintenance**

**Paid Parking – Grand Park Drive, Parkside Village Drive  
 and Brickstone Mews  
 (Ward 4 and 7)**



# City of Mississauga

## Corporate Report



Date: 2017/05/02

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
2017/05/17

## Subject

**Removal and Replacement of The Living Wall between Uxbridge Lane and Rathburn Road East (Ward 3)**

## Recommendation

That the Living Wall between Uxbridge Lane and Rathburn Road East be removed and replaced with a concrete noise wall that includes an opening to facilitate pedestrian access as outlined in the report dated May 2, 2017 from the Commissioner of Transportation and Works entitled, "Removal and Replacement of The Living Wall between Uxbridge Lane and Rathburn Road East."

## Background

In 2010, the City of Mississauga removed a deteriorated concrete noise barrier between Uxbridge Lane and Rathburn Road East and replaced it with a green alternative, *The Living Wall*, as a pilot project. Unfortunately, the product did not meet the expectations of the City and the community and as a result, on February 24, 2016, Council approved the removal and replacement plan for *The Living Wall* (GC-0096-2016). The approved plan included the replacement of *The Living Wall* with a chain link fence and pedestrian access, and the installation of a new wood noise barrier to attenuate the outdoor living areas beside 4124 and 4158 Uxbridge Lane.

On March 29, 2017, during consideration of the 2017 Noise Wall Replacement Program, Council deferred the removal and replacement plan for *The Living Wall* to allow Councillor Fonseca additional time to consult with the area residents on the proposed plan.

The results of the community follow-up indicated a desire to replace *The Living Wall* with a concrete noise wall. The Transportation and Works Department has recommended that a pedestrian access be provided adjacent to the western edge of the noise wall to connect the community to MiWay and local amenities. Appendix 1 illustrates the revised plan.

## Comments

The 2017 Noise Wall Replacement Program includes the removal of *The Living Wall* located between Rathburn Road East and Uxbridge Lane. At the Ward Councillor's request, the plan has been modified to include a concrete noise wall on Rathburn Road East, 70 metres (230 feet) long between 4137 Uxbridge Lane and 4149 Uxbridge Lane which includes a pedestrian access adjacent to the property at 4149 Uxbridge Lane, as illustrated in Appendix 1. A new wood noise wall will not be installed adjacent to 4124 and 4158 Uxbridge Lane as the concrete noise wall will provide appropriate noise attenuation.

## Financial Impact

Capital project PN 17-188 contains \$80,000 to be used to fund the removal and replacement of *The Living Wall*.

## Conclusion

The removal of *The Living Wall* and installation of a concrete noise wall in its place between 4137 and 4149 Uxbridge Lane provides the required noise attenuation. An opening in the wall at the west end will provide a connection for the community to MiWay and local amenities.

## Attachments

Appendix 1: The Living Wall Removal and Replacement- Rathburn Road East/Uxbridge Lane

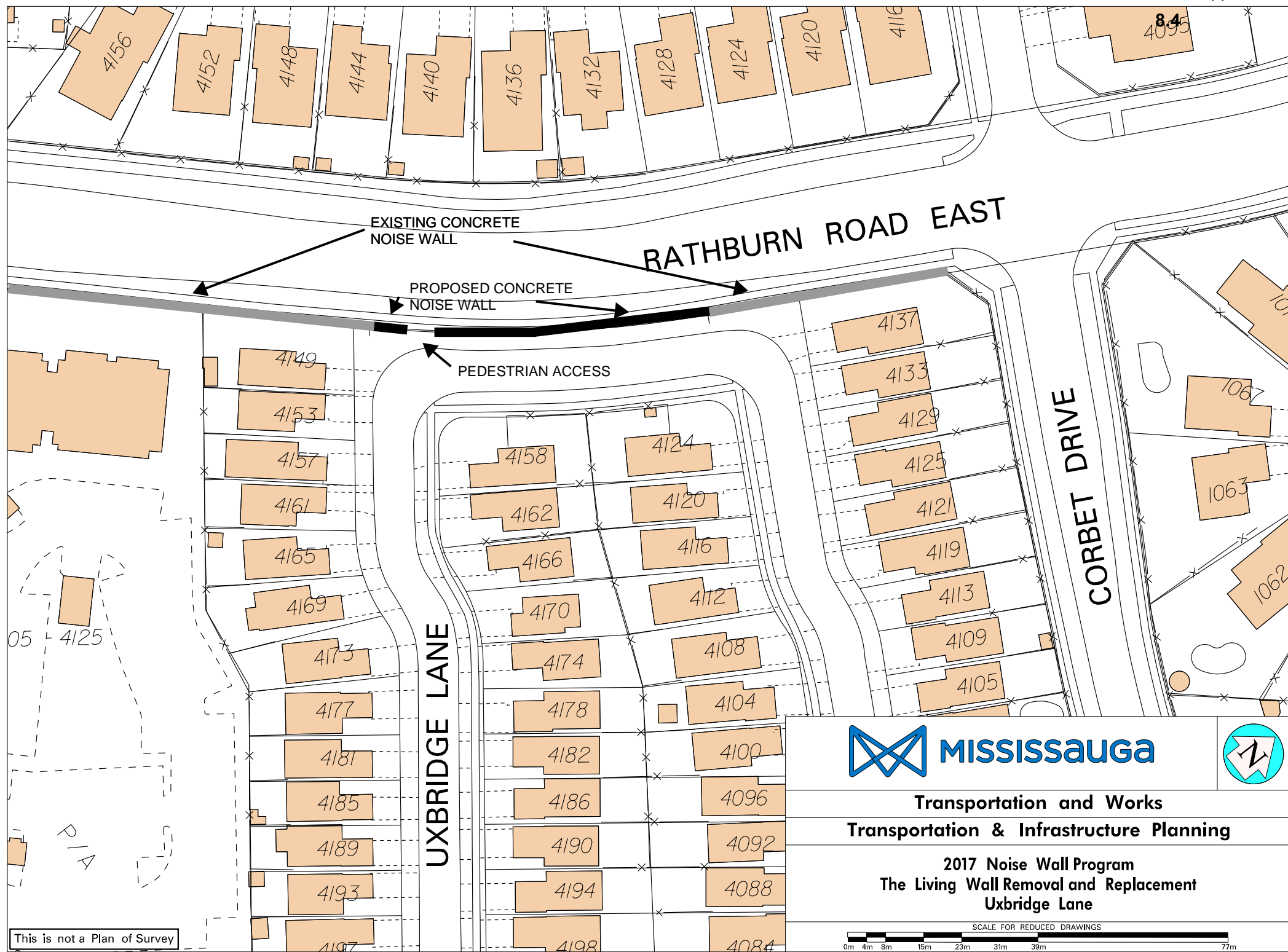


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Geoff Wright, P. Eng, MBA, Commissioner of Transportation and Works

Prepared by: Jacqueline Hunter, Transportation Infrastructure Technologist





# City of Mississauga

## Corporate Report



Date: 2017/05/02

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
2017/05/17

## Subject

**Communicating City Information and Mississauga News Advertising**

## Recommendation

1. That the Corporate Report dated May 2, 2017 from the Commissioner of Corporate Services and Chief Financial Officer entitled "Communicating City Information and Mississauga News Advertising" be received and General Committee endorse the proposed communication plan outlined in this report, including a 2 year pilot to print and distribute a city-wide newsletter.
2. That the Purchasing Agent be authorized to execute a contract with the Mississauga News for a 5-year period beginning July 1, 2017 to June 30, 2022, with an annual upset limit of \$410,000 for city-wide communication and advertising.
3. That the Purchasing Agent be authorized to add \$50,000 to the contract with the Mississauga News in 2018 for the purposes of election advertising.

## Report Highlights

- A new integrated multi-channel approach for City information will be used to promote and communicate city-wide information, including: an annual city-wide newsletter, updated online newsroom, and expanded online and social media ads.
- The city-wide newsletter will be implemented as a 2-year pilot.
- A new advertising policy will be developed to help support and inform Business Service Areas communication and advertising decisions.
- The *Cityscape* program, a dedicated weekly section that provides information on upcoming Committee and Council dates, in the Mississauga News to end.
- Mandatory public notices and information deemed necessary by City of Mississauga Business Service Areas will continue to be advertised in the Mississauga News.
- Proposed recommendations will be funded through existing resources.

## Background

At its meeting on November 16<sup>th</sup>, 2016 General Committee directed staff from the Communications Division to provide recommendations on how the City should promote and communicate city-wide information, including investigating the feasibility of producing a city-wide newsletter.

## Present Status

For the City of Mississauga to be successful, it is critical that we effectively communicate and engage with the city's residents, businesses and key audiences. Best practice research indicates the most effective marketing and communication strategies are those that use a coordinated multi-channel approach. This was supported by benchmarking several Canadian municipalities. The benefits of a multi-channel approach include:

1. Each audience group prefers and is more receptive to particular channels – to ensure we reach the appropriate audience(s) we must employ a number channels.
2. Specific key messages and content work better on different channels – for the City's key messages to resonate with the intended audience(s) the channel should fit the message.
3. To retain information individuals must see it multiple times – repeating a message across a number of channels is more effective than repeating it on one channel.

To better understand the particular channels preferred by Mississauga residents a survey was conducted by Forum Research, on behalf of the City, in December 2016. The results indicated that Mississauga residents preferred to receive City information from the following channels:

Channel	Preference (%)
1. Mississauga News (print/online)	47%
2. Mississauga.ca	23%
3. Facebook	23%
4. Newsletter (direct-to-mail)	21%
5. Twitter	11%

Ultimately the decision of which channels to use is driven by the goals, objectives and budget of the particular campaign and/or key message(s) that need to be communicated.

Currently, the decision of which channel to employ and/or whether to use paid advertising in the Mississauga News, or other media, is handled by each Business Service Area. Their choice is based on their operational needs and objectives and may include: mandatory (legislatively required), promotional (general awareness) or marketing campaign ads. Advertisements for mandatory public notices are largely driven by the amount of activity, events and applicable public notices that are required in any given year.

## Comments

To effectively reach Mississauga residents, business and key audiences with City information, and based on the best practices and research detailed above, the Communication Division is recommending an integrated and multi-channel approach. The key elements of this approach are:

1. **City-wide newsletter** – published once annually as a 2-year pilot and delivered to all Mississauga households via Canada Post. The 4 paneled, full-colour newsletter will provide relevant City information to residents in a visual and impactful manner.
2. **Online Newsroom** – found on the City's website and will allow for expanded content, including: media releases; video content (eg. Community Update); infographics; articles (eg. Thought Leadership); and the possibility for a new image/video gallery.
3. **Expanded Use of Digital Ads** – both online and on social media platforms to; increase awareness of key areas and topics, drive traffic to the City's newsroom, and grow subscriptions for the City's e-newsletter.

Together, introducing and expanding these channels will enhance the City's ability to provide residents and key audiences with important City information. They will supplement and support the communication efforts of individual Business Service Areas and the Corporation overall. A coordinated city-wide content calendar and schedule will ensure an aligned and targeted approach to content distribution.

To validate these new measures and desired objectives, staff will review the program annually through both qualitative and quantitative metrics, including but not limited to: surveys, focus group feedback, page visits, online shares, and increases in enrollment to the City's e-newsletter.

These efforts will focus on the primary topics that residents have consistently indicated as being those they prefer to receive from the City. These topics have been confirmed most recently in the 2016 Forum Research survey noted above, the results of which were as follows:

Topics	Preference (%)
1. Events & festivals	41%
2. Taxes & budget	31%
3. Roadworks	27%
4. Building information	22%
5. City services	20%

At the same time, the Communications Division regularly reviews its programs, tactics and channels to ensure they remain relevant and effective. As part of these efforts, the Mississauga News *Cityscape* program has been identified for further review. The weekly section currently

provides information on key City of Mississauga Council and Committee dates only. It is recommended that this practice end as this information can now be found more easily and accurately through the City's website.

To provide greater clarity the Communications Division will develop a formal advertising policy to provide guidelines and help inform internal Business Service Areas' advertising choices. To further aid City staff in making advertising decisions, research and support documents will be provided, including: audience segmentation research; resident media habit research; and translation service vendors.

Mandatory public notices, due to legislative requirements, will continue to be advertised in the Mississauga News. In addition, Business Service Areas will be responsible for determining whether the Mississauga News will be required as part of their integrated marketing approach to meet campaign objectives.

As a result of this approach, it is requested that the Purchasing Agent be authorized to execute a contract with the Mississauga News for a five year period beginning July 1, 2017 to June 30, 2022. It is recommended the contract have an annual upset limit of \$410,000 for city-wide communication and advertising needs including mandatory public notices due to Legislative requirements. Additionally a one-time amount of \$50,000 is required in 2018 for advertising related to the municipal election. It proposed that this move forward as a single source contract, in accordance with the City's Purchasing Bylaw, where there is a market based monopoly – Purchasing Bylaw 374-06 Section 1. (a) (1).

## Strategic Plan

Effective promotion and communications of City of Mississauga information enables the City to reach and engage with Mississauga residents. As such, it is aligned to both the Belong and Connect pillars of the City's Strategic Plan which speak to ensuring youth, older adults and new immigrants thrive and completing our neighbourhoods respectively.

## Financial Impact

The new integrated multi-channel approach for City information will be funded by the Communications Division within the existing advertising budget. Funds currently allocated for the *Cityscape* program advertising (\$60,000) will be reallocated to support the new proposed approach.

Program Element	Proposed Budget
1. City-wide Newsletter (direct-to-mail, once annually)	\$48,500
2. Online Newsroom	\$0.00

General Committee

2017/05/02

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Originators files: File names

3. Online and Social Media Ads	\$11,500
<b>TOTAL</b>	<b>\$60,000</b>

Any additional frequency in production and/or distribution to either the City-wide newsletter or online and social media ads will require additional funding and a review to ensure they can be managed within existing staff resources.

## Conclusion

Aligning with resident media preference research, industry best practices and municipal benchmarks, an integrated and multi-channel approach to City-wide communications is recommended.

While mandatory public notices and specific City program information will continue to be advertised in the Mississauga News, *Cityscape* advertising will be discontinued and funds will be reallocated to an annual city-wide newsletter along with an increase in online and social media advertisement. An expanded online newsroom and greater emphasis on content marketing will further enhance the dissemination of City information.

At the same time, a new advertising policy and media preference research will support and inform City staff when making communication and advertising decisions. This will ensure that the City of Mississauga continues to effectively communicate information on a variety of topics and issues that have an impact on the lives of residents, businesses and other key audiences.




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Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: David Ferreira, Brand Manager

City of Mississauga  
**Corporate Report**



Date: 2017/05/03

To: Chair and Members of General Committee

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

Originator's files:

Meeting date:  
 2017/05/17

## Subject

**Public Transit Infrastructure Fund (PTIF) and Clean Water Wastewater Fund (CWWF)  
 Financial Adjustment Report**

## Recommendation

1. That the revised project expenditures as outlined in Appendix 1 and 2 attached to the report from the Commissioner of Corporate Services and Chief Financial Officer dated May 3, 2017 entitled "Public Transit Infrastructure Fund (PTIF) and Clean Water Wastewater Fund (CWWF) Financial Adjustment Report" be approved;
2. That the budget be amended to increase total gross expenditures in 2017 by \$232,502, to be funded through: an increase of PTIF revenue of \$5,680,500; an increase of Tax Capital Reserve Fund funding of \$4,102,052; an increase of DC City-wide Engineering Reserve Fund funding of \$49,289; and a decrease of Federal Gas Tax funding of \$9,599,338 (details to be found in Appendix 3 and 4 attached to the report from the Commissioner of Corporate Services and Chief Financial Officer dated May 3, 2017 entitled "Public Transit Infrastructure Fund (PTIF) and Clean Water Wastewater Fund (CWWF) Financial Adjustment Report";
3. That the projects and funding as identified in Appendix 5 and Appendix 6 be approved for advancement to 2017;
4. That three additional contract FTEs be approved to implement the PTIF and CWWF programs;
5. That at the discretion of the purchasing agent, when there is insufficient time to issue competitive bids to achieve project completion in accordance with the guidelines set out in the PTIF and CWWF agreements, and there is insufficient time for Council's normal approval process as set out in the purchasing By-law 374-06, the purchasing agent shall follow the single / sole source procedure as established in section 89(1) of the procedural By-law 139-13 (as amended);

6. That a by-law be enacted to authorize the Commissioner of Corporate Services and City Clerk to execute and affix the corporate seal on behalf of The Corporation of the City of Mississauga (the "City") to the Transfer Payment Agreement between the City and Her Majesty the Queen in Right of Canada as represented by the Minister of Transportation for the Province of Ontario ("MTO") for the transfer of funds by MTO for the City PTIF Projects (the "PTIF Projects") listed in Appendix 1 of this Corporate Report dated May 3, 2017, including any amendment thereto or ancillary document necessary to fulfill the PTIF requirements, each in a form satisfactory to Legal Services.
7. That a by-law be enacted to authorize the Commissioner of Corporate Services and City Clerk to execute and affix the corporate seal on behalf of The Corporation of the City of Mississauga (the "City") to the funding agreement between the City and Her Majesty the Queen in Right of Canada as represented by Infrastructure Ontario ("IO") for the transfer of funds by IO for the City CWWF Projects (the "CWWF Projects") listed in Appendix 2 of this Corporate Report dated May 3, 2017, including any amendment thereto or ancillary document necessary to fulfill the CWWF requirements, each in a form satisfactory to Legal Services.

## Report Highlights

- Public Transit Infrastructure Fund (PTIF) project applications were submitted to the Province on October 18, 2016. Funding for 51 projects was announced on March 31, 2017. Funding approval for the remaining six projects will be announced on May 5, 2017. Total PTIF funding is in the amount of \$58.316M.
- Clean Water and Wastewater Fund (CWWF) projects applications were submitted to the Province on October 31, 2016. No funding decisions have been announced for CWWF as of the date of this report.
- Several changes have been made to PTIF and CWWF projects since their submission to the province. For example, project implementation costs were previously captured as a separate project, and have now been allocated to appropriate projects. Appendix 1 provides an updated list of PTIF projects. Appendix 2 provides an updated list of CWWF projects.
- The original PTIF / CWWF approval report to Council authorized a total of 12 contract full-time positions to ensure project and deadline requirements could be met. This report requests a further three positions. Funding for two of these positions had been included in the original PTIF and CWWF projects, although the full-time equivalent positions had not been put forward for approval. Funding for the third position is requested in this report.



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## Background

The Public Transit Infrastructure Fund (PTIF) and the Clean Water and Wastewater Fund (CWWF) programs were introduced at General Committee on October 5, 2016. At that time, staff indicated that regular updates would be provided on the status of these programs. The purpose of this report is to provide Council with an update on the status of these two programs, as well as to seek approval for some financial housekeeping adjustments necessary for the implementation of these two programs.

The PTIF program is a program equally cost shared with the federal government and the municipality. Funding is to be used to improve the state of a municipality's transit infrastructure. The CWWF program is also cost shared, but the funding formula is 50% federal, 25% provincial, and 25% municipal. The CWWF program has been designed to support the rehabilitation and modernization of drinking water, wastewater and stormwater infrastructure. Under the CWWF Program, the City has applied for projects under the stormwater infrastructure category.

## Comments

### Status of PTIF and CWWF Grant Applications

PTIF applications were submitted to the Province on October 18, 2016. The original application was for 60 projects (subsequently adjusted to 57) with a total eligible cost of \$116.6M, requesting \$58.3M (50%) in federal funding.

Staff have been in regular communication with the Ministry of Transportation of Ontario (MTO), the provincial office responsible for vetting the grant applications on behalf of Infrastructure Canada (INFC). Throughout the review process, minor adjustments have been made to projects included in the original grant application. All changes are described in more detail later in this report.

Initially, MTO had indicated that approval for PTIF was targeted for mid-December 2016. However, approval was not received until March 31, 2017 for 51 projects. Approval will be announced on May 5, 2017 for the remaining six projects. The total eligible costs of the 57 projects are \$116.6M, representing \$58.3M in federal funding. Appendix 1 provides the revised list of PTIF projects.

CWWF applications were submitted October 31, 2016. The original application was for 11 projects (subsequently adjusted to 10) with a total eligible cost of \$13.151M, requesting \$6.575M (50%) in federal funding and \$3.287M (25%) in provincial funding.

Similar to the PTIF program, staff have been in regular contact with Infrastructure Ontario (IO), and minor adjustments have been made to the original grant application. To date, the City has not received any notification regarding the CWWF application. Appendix 2 provides a revised list of CWWF projects currently under review by IO.

The remainder of this document summarizes the adjustments that have been made to the two programs throughout the application and approval process, and other changes or updates regarding implementation. All figures assume all CWWF projects will be approved as submitted.

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### **Adjustments to the PTIF and CWWF Programs**

Several changes to PTIF and CWWF projects have been made since the project applications were submitted. Some of these changes have been made as a result of the review process with MTO, IO and INFC. Other changes have been identified by project managers during these reviews. The more significant changes include:

1. Project information. Several individual project descriptions, details on project locations, project outcomes, and justifications have been enhanced to address questions arising throughout the review process with MTO, IO and INFC.
2. Additional costs for some projects. Some minor additional costs have been added to gross project expenditures, to ensure eligibility criteria (such as signage) can be met. Most of these additional costs are minor.
3. Additional positions to ensure projects can be completed within approved timelines. The October 18, 2016 corporate report included approval for 12 contract full-time positions to ensure project and deadline requirements could be met. Funding for these positions was included in specific project costs. During the application review process, Community Services identified the need for an additional Project Manager in Park Development, to ensure project and deadline requirements can be met. The total 18-month cost of \$192,500 for this Project Manager has now been included in gross project costs, although this amount will not be recovered through PTIF.

Also during the review process, Transportation and Works identified that funding for two Project Managers had been included in the CWWF projects, but these two positions had not been included in the originally identified FTEs. This increases the total FTE count required for the PTIF and CWWF projects from 12 to 15.

4. Re-allocation of "PTIF Implementation Project" and "CWWF Implementation Project" funds. The incremental costs of six of the (now) 15 FTEs were originally captured in a separate project. MTO indicated that these costs, while eligible, should be allocated to the specific projects that these FTEs will be working on. As a result, every project in the PTIF and CWWF programs has changed marginally.

The net impact to the City as a result of all of these changes is additional expenditures of \$232,502. Appendix 3 and Appendix 4 provide a detailed list of all funding changes.

### **Cashflow Changes**

The timing of the PTIF and CWWF applications coincided with the timing of the 2017 Budget approval process. Due to the significant dollar impact of the potential funding, the PTIF and CWWF recovery was included in the 2017-2026 capital program. However, project expenditures originally planned for 2018 and 2019 were not accelerated to 2017. Project expenditures and funding must now be advanced to 2017 so that these projects can be completed. 2017 funding approval is required for the PTIF projects identified in Appendix 5, and the CWWF projects identified in Appendix 6. The net impact of this change to the City is zero for the three-year period, but results in a net increase in draws from reserve in 2017 of \$14.7M.

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### **Transfer Payment Agreement**

A draft Transfer Payment Agreement (TPA) has been received from MTO for the 51 projects approved on March 31, 2017. MTO has requested that the TPA be enacted once we have a decision on the last six projects. The last six projects will be approved on May 5, 2017. An updated TPA has not yet been received. To that end, this report seeks authorization for the Commissioner of Corporate Services and City Clerk to be authorized to execute the TPA for the PTIF Projects listed in Appendix 1 of this report. This report is also seeking authorization for the Commissioner of Corporate Services and City Clerk to be authorized to execute any necessary amendments that may be required.

No TPA or equivalent has been received for CWWF. This report also seeks authorization for the Commissioner of Corporate Services and City Clerk to be authorized to execute any relevant agreements and amendments that may be required as it relates to Appendix 2(CWWF project list).

### **Requests for PTIF Project Extensions and Project Outcome Measures**

One of the original parameters for PTIF and CWWF projects is that these projects be completed by March 31, 2018, with the potential of requesting an extension of 25% of funding to March 31, 2019. At this time, INFC's position continues to be that extensions would be limited to 25%, even though project approvals for PTIF were not granted until March 31, 2017 and May 5, 2017.

MTO requested initial feedback on project extensions (termed "project slippage") by April 21, 2017. Project leads were requested to provide any potential extension requests. This report was provided on April 21, 2017, indicating potential slippage of 24.1%, or \$28.0M, from March 31, 2018 to March 31, 2019. MTO has advised INFC that future modifications to projects may be necessary. These have been submitted to MTO as a prudent measure. Staff continue to pursue completion by March 31, 2018.

MTO has also requested information regarding how project outcomes will be measured, and baseline measures. This report was provided on May 1, 2017.

CWWF projects have not yet been approved and no discussion on extensions has been initiated.

### **Single Source / Sole Source Spending Approval**

In order to meet the funding criteria, PTIF and CWWF projects must be substantially complete by March 31, 2018 (with the exception of those for which we are pursuing extensions to March 31, 2019). A corporate report was before Council on March 29, 2017 seeking approval for single-source procurement with respect to two PTIF projects (City Centre Transit Terminal and Edward J. Dowling Transit Facility).

The tight PTIF and CWWF timelines may not always allow time for the normal Council approval process when a single / sole source procurement is required. It is therefore recommended that, at the discretion of the purchasing agent, when there is insufficient time to issue competitive bids to achieve project completion in accordance with the guidelines set out in the PTIF and

CWWF agreements, and there is insufficient time for Council's normal approval process, the purchasing agent shall follow the single / sole source procedure as established in section 89(1) of the procedural By-law 139-13 (as amended). As stated in the by-law, a summary of the details of the acquisition (or amendment) will be circulated to the Mayor and all members of Council 14 days prior to the execution of any such authority, and the acquisition would proceed with the City Manager's approval if no objection is raised.

## Financial Impact

The revised project expenditures for PTIF projects are \$232,502 (see Appendix 1 for a detailed listing). These expenditures are funded through \$5,680,500 in PTIF recoveries, \$4,102,052 draw from the Tax Capital Reserve Fund, and \$49,289 draw from DCA-City Wide Engineering Reserve Fund. \$9,599,338 is being returned to the Federal Gas Tax Reserve (details provided in Appendix 3). The financing has been realigned as per appendix 3 and 4 to adhere to the PTIF and FGT guidelines.

There is zero change in the project expenditures for CWWF projects (see Appendix 2 for a detailed listing). Some funding adjustments are required in individual projects due to the reallocation of administration costs (details provided in Appendix 4).

Thirty PTIF projects originally had planned expenditures in 2018 and 2019. Now that these projects have been approved for PTIF funding, expenditures and funding of \$13,706,408 must be accelerated to 2017 (details are provided in Appendix 5). Similarly, two CWWF projects originally had planned expenditures in 2018 and 2019, and expenditures and funding of \$1,028,500 must be accelerated to 2017 (details are provided in Appendix 6). The net impact of these changes is zero over the three-year period from 2017 to 2019.

## Conclusion

The PTIF and CWWF Programs represent a much-needed infusion of funds that will allow the City of Mississauga to advance its infrastructure building through the advancement of both transit-based and stormwater projects. The recommendations in this report will provide staff with the necessary tools to implement and finance the projects identified in these programs.

Further updates on PTIF and CWWF project approvals and project status will be provided through Finance's regular Work-in-Progress reports.

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## Attachments

Appendix 1: Summary of Approved Projects and Net Impact to City - PTIF

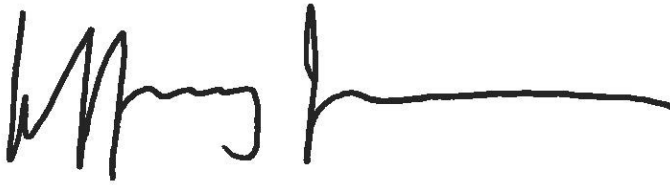
Appendix 2: Summary of Approved Projects and Net Impact to City - CWWF

Appendix 3: Summary of How Net Impact to City will be Funded - PTIF

Appendix 4: Summary of How Net Impact to City will be Funded - CWWF

Appendix 5: Project Funding Advanced to 2017 - PTIF

Appendix 6: Project Funding Advanced to 2017 - CWWF



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For Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Elizabeth McGee, Manager, Financial Strategies

## SUMMARY OF APPROVED PROJECTS AND NET IMPACT TO CITY - PTIF (\$)

8.6

Project Number	Project Name	Project Description	Ward	AS PER APPLICATION			AS APPROVED			CHANGE		
				Total Project Cost (a)	PTIF Eligible Cost (b)	PTIF Recovery (c)	Total Project Cost (d)	PTIF Eligible Cost (e)	PTIF Recovery (f)	Increased / (Decreased) Project Cost (g)=(d)-(a)	(Increased) / Decreased Net City Funding (h)=(e)-(b)	(Increased) / Decreased PTIF Recovery (i)=(f)-(c)
5965	Building expansion to accommodate future growth and life cycle renewal (Malton Satellite Terminal)	Interior clean lane building addition, and lifecycle mechanical and electrical upgrades, site redevelopment and improvements - Malton Satellite Terminal	5	4,700,000	836,000	418,000	4,703,709	839,709	419,854	3,709	3,709	1,854
5871	Lifecycle renewal/replacement of building systems - City Centre Transit Terminal	Lifecycle renewal of building systems to improve efficiency and to extend system life; includes interior finishes and terminal door - City Centre Transit Terminal	4	177,000	177,000	88,500	177,785	177,785	88,893	785	785	393
5964	Lifecycle renewal/replacement of building systems - Edward J. Dowling Transit Facility	Lifecycle renewal of building systems to improve efficiency and to extend system life; includes installing heat recovery coils on 12 existing roof top air handling units, lifecycle mechanical and electrical upgrades, Light emitting diode (LED) lighting upgrades (interior/exterior), building automation controls - Edward J. Dowling Transit Facility	6	3,357,500	3,357,500	1,678,750	3,372,395	3,372,395	1,686,198	14,895	14,895	7,448
5865	Lifecycle renewal/replacement of exterior door - Edward J. Dowling Transit Facility	Lifecycle renewal of exterior door to extend useful life - Edward J. Dowling Transit Facility	6	38,000	38,000	19,000	38,169	38,169	19,084	169	169	84
5963	Lifecycle renewal/replacement of mechanical and electrical upgrades - City Centre Transit Terminal	Lifecycle renewal of building systems to improve efficiency and to extend system life; includes replacement of chiller, boiler, doors, lifecycle mechanical & electrical upgrades, & interior finishes - City Centre Transit Terminal	4	2,500,000	2,480,500	1,240,250	2,511,005	2,491,505	1,245,752	11,005	11,005	5,502
5714	Network Fiber Design and Construction for Transit and Traffic Site Connectivity	The City Fiber Public Sector Network (PSN) has been in place for over 20 years. Pieces of the fiber infrastructure are replaced as required. Over time the fiber cables may start to degrade and therefore segments may require replacement as areas start to fail. To provide for continued expansion to the Network Fibre there are also ongoing initiatives to build 100 IoT (internet of Things) Nodes in support of Advanced Transportation Management System (ATMS) requirements.	City Wide	1,138,000	1,138,000	569,000	1,143,049	1,143,049	571,524	5,049	5,049	2,524
5724	Switches and Routers for Transit and Traffic Voice and Data Communications	Switches and Routers are required to expand and improve the Network Infrastructure for the City Fiber Network Project to install the network equipment (Switches, Routers) on the 100 Nodes being built to support the Advanced Transportation Management System (ATMS) project.	City Wide	450,000	450,000	225,000	451,996	451,996	225,998	1,996	1,996	998
4581	The Vehicle Communication (VCOM) Radio Infrastructure for Transit iBus Communications	The Vehicle Communication (VCOM) Radio Infrastructure funding is required to create a new 700 megahertz (MHz) Public Safety Network, increase capacity and weather resistance on the two existing North towers (Inglewood and Caledon), and upgrade the interim VCOM asset management and work order software. Dynamic resilience is also going to be implemented by adding a hot run controller that will allow core servicing without traffic interruption in the event of a Primary Zone Core failure (PRP HQP). VCOM Radio is the primary infrastructure that supports two way tactical communication in the field.	City Wide	1,158,000	1,158,000	579,000	1,163,137	1,163,137	581,569	5,137	5,137	2,569
5723	Wireless Infrastructure for Transit and Transit Rider Broadband Connectivity	Wireless Infrastructure is a critical component to enable the Advanced Transportation Management System (ATMS). This project will mean the addition of 40 new Wireless Access Points (AP) and will ensure a robust and reliable wireless network for Transit and Transit Rider Broadband Connectivity.	City Wide	300,000	300,000	150,000	301,331	301,331	150,665	1,331	1,331	665
5956	Bus Communication Gateway Replacement on all MiWay Fleet	The iBus Communication Gateway on all MiWay Fleet requires to be upgraded to comply with the latest communication protocols. The existing protocol is currently discussed to be phased out by the communication service providers across the country. The upgrade will also allow for a wider selection of communication service providers and aims to lower the ongoing maintenance costs.	City Wide	3,000,000	3,000,000	1,500,000	3,013,309	3,013,309	1,506,655	13,309	13,309	6,655

## SUMMARY OF APPROVED PROJECTS AND NET IMPACT TO CITY - PTIF (\$)

8.6

Project Number	Project Name	Project Description	Ward	AS PER APPLICATION			AS APPROVED			CHANGE		
				Total Project Cost (a)	PTIF Eligible Cost (b)	PTIF Recovery (c)	Total Project Cost (d)	PTIF Eligible Cost (e)	PTIF Recovery (f)	Increased / (Decreased) Project Cost (g)=(d)-(a)	(Increased) / Decreased Net City Funding (h)=(e)-(b)	(Increased) / Decreased PTIF Recovery (i)=(f)-(c)
5465	Construction of New Transit Operator Facility (Mount Charles Park)	Transit New Facilities - Washrooms (Cardiff) - Provides Transit to anchor buses at a terminal location with operator facilities thereby reducing the need to provide mid trip breaks. This improves operator safety, runtime efficiency and customer satisfaction on three routes - Mount Charles Park	5	1,000,000	1,000,000	500,000	1,004,436	1,004,436	502,218	4,436	4,436	2,218
5472	Enhancement of Pavement Entranceways and Exterior bays at 9 Terminals	The Bus only turn lanes and entranceways at 9 terminals to have surface treatment and clearly demarcate Bus Lanes from General Traffic thereby reducing incidents and unsafe turns at terminals.	City Wide	200,000	200,000	100,000	200,887	200,887	100,444	887	887	444
4284	Purchase of Transit Performance Metrics Module (HASTUS Analytics)	Transit Performance Metrics Module (HASTUS Analytics) will allow MiWay to put together historical, current, planned and actual data and be able to efficiently analyze information, identify trends and re-inject the knowledge to implement cost saving measures and increase service quality.	City Wide	400,000	400,000	200,000	401,775	401,775	200,887	1,775	1,775	887
2708	Installation of additional 250 Accessible MiWay Bus Pads	Transit Bus Pads at Stops due to service expansion - providing accessibility and meet general customer needs at 250 additional Bus Stops	City Wide	272,000	272,000	136,000	273,207	273,207	136,603	1,207	1,207	603
5962	Installation of 100 additional MiWay Transit Shelters	Installation of 100 additional bus shelters to provide customer amenity improvements based on ridership demand and patron requests. Locations will be distributed throughout all municipal wards.	City Wide	2,500,000	2,500,000	1,250,000	2,511,091	2,511,091	1,255,546	11,091	11,091	5,546
2709	Refurbishment of 250 existing bus stops pads to increase accessibility	Transit Bus Pads at Stops as replacement of 250 old and crumbling pads and to meet ever changing accessibility requirements & general customer needs	City Wide	280,000	280,000	140,000	281,242	281,242	140,621	1,242	1,242	621
2706	Refurbishment of 2 existing Transit Mini Terminals for optimization of Transit Infrastructure.	Optimize transit infrastructure by replacing pavement and platforms at 2 Transit Mini Terminals/Bays/Bus Loops	City Wide	200,000	200,000	100,000	200,887	200,887	100,444	887	887	444
5468	Replacement of Asphalt with concrete Transit Bus Landing Pads at 75 high traffic bus stops	Replacing Asphalt with 75 Concrete Transit Bus Landing Pads at bus stops on high density routes in order to provide a rigid and skid resistant surface resistant to rutting due to constant breaking and acceleration. Concrete Transit Bus Landing pads improve traffic safety, reduce deterioration and extend pavement life.	City Wide	1,000,000	1,000,000	500,000	1,004,436	1,004,436	502,218	4,436	4,436	2,218
2707	Replacement of 500 existing Transit MiWay Stop Signs	500 Transit MiWay Stop Signs replacement to a standardized higher visibility marker that improves efficiency, customer experience and meets Accessibility for Ontarians with Disabilities Act (AODA) requirements.	City Wide	100,000	100,000	50,000	100,444	100,444	50,222	444	444	222
5467	Study for Anchor Terminals at Strategic locations across the City	Project to Study the feasibility and locations for peripheral Transit Anchor Terminals for anchoring service at the end of line of Routes, thereby providing public and staff amenities while improving efficiency of operation	City Wide	750,000	500,000	250,000	752,218	502,218	251,109	2,218	2,218	1,109
2693	Acquisition of up to 3 new transit buses to increase service and ridership	Acquisition of up to 3 new 40 foot regular service buses to increase service on Mississauga's transitway and maximize the benefits of a dedicated right of way. This is a key feature to increase ridership in Mississauga.	City Wide	1,752,000	262,000	131,000	1,752,289	262,289	131,145	289	289	145
4212	Acquisition of up to 10 new transit buses to increase Service Hours	Originally submitted as one project, now broken down as one non-PTIF project (4212) and one PTIF project (5301)	City Wide	13,748,000	5,840,000	2,920,000	7,908,000	-	-	(5,840,000)	(5,840,000)	(2,920,000)
5301	Acquisition of up to 10 new transit buses to increase Service Hours	Acquisition of up to 10 new 40 foot regular service buses to service the increased service hours authorized for daily operations. These increased hours will permit higher frequencies in some routes and higher service levels in under serviced City areas; this action will allow citizens to be more reliant on public transit.	City Wide	-	-	-	5,846,444	5,846,444	2,923,222	5,846,444	5,846,444	2,923,222
3745	Transit Bus Acquisitions - Growth	Transit Bus Acquisitions - Growth	City Wide	1,168,000	1,168,000	584,000	-	-	-	(1,168,000)	(1,168,000)	(584,000)

## SUMMARY OF APPROVED PROJECTS AND NET IMPACT TO CITY - PTIF (\$)

8.6

Project Number	Project Name	Project Description	Ward	AS PER APPLICATION			AS APPROVED			CHANGE		
				Total Project Cost (a)	PTIF Eligible Cost (b)	PTIF Recovery (c)	Total Project Cost (d)	PTIF Eligible Cost (e)	PTIF Recovery (f)	Increased / (Decreased) Project Cost (g)=(d)-(a)	(Increased) / Decreased Net City Funding (h)=(e)-(b)	(Increased) / Decreased PTIF Recovery (i)=(f)-(c)
6048	Acquisition of up to 51 - 40 foot buses to replace aging buses	Acquisition of up to 51 buses to replace aging buses. Service reliability will be improved as the buses to be replaced require more downtime for repairs to be fit for service. Additionally the new buses will incorporate the latest emission control features for diesel engines.	City Wide	20,952,000	20,952,000	10,476,000	29,552,074	29,552,074	14,776,037	8,600,074	8,600,074	4,300,037
6049	Acquisition of up to 29 - 60 foot buses to replace aging buses.	Acquisition of up to 29 buses to replace aging buses. Service reliability will be improved as the buses to be replaced require more downtime for repairs to be fit for service. Additionally the new buses will incorporate the latest emission control features for diesel engines.	City Wide	35,079,494	35,079,494	17,539,747	27,710,270	27,710,270	13,855,135	(7,369,223)	(7,369,223)	(3,684,612)
4847	Transit Bus Seat Modification on 84 buses	Transit Bus Seat Modification- project will update bus seating layout on 84 older buses to new standard for safety and customer experience.	City Wide	1,500,000	1,500,000	750,000	1,506,655	1,506,655	753,327	6,655	6,655	3,327
2692	Transit Capital Bus Engine Maintenance on up to 280 buses	Originally submitted as one project, now broken down as one non-PTIF project (2692) and one PTIF project (5302)	City Wide	4,000,000	3,759,338	1,879,669	240,662	-	-	(3,759,338)	(3,759,338)	(1,879,669)
5302	Transit Capital Bus Engine Maintenance on up to 280 buses	Transit Capital Bus Maintenance- Engine About 60% of MiWay's bus fleet is near or on the threshold for mid life repairs which means that approximately 280 buses might require some intervention. As part of the bus maintenance program, engines require major maintenance to ensure emission controls, performance, safety and reliability comply with regulations and specifications.	City Wide	-	-	-	3,776,016	3,776,016	1,888,008	3,776,016	3,776,016	1,888,008
2705	Transit Capital Bus Maintenance - Major Component Rehabilitation/Replacement on up to 280 buses.	Transit Capital Bus Maintenance - Major Component Rehabilitation/Replacement MiWay's hybrid fleet is near the threshold where transmission and battery packages require major repairs and/or replacement plus about 60% of MiWay's bus fleet is near or on the threshold for mid life repairs; which means that approximately 280 buses might require some intervention. As part of the bus maintenance program, major components require major maintenance to ensure emission controls, performance, safety and reliability comply with regulations and specifications.	City Wide	7,045,000	7,045,000	3,522,500	7,221,898	7,221,898	3,610,949	176,898	176,898	88,449
2710	Transit Capital Equipment Acquisition - Maintenance Section	Transit Capital Equipment Acquisition - Maintenance Section - program used to upgrade and replace equipment used to maintain and repair buses, this process incorporates OEM recommended repair processes and complies with health and safety mandate.	City Wide	145,000	145,000	72,500	-	-	-	(145,000)	(145,000)	(72,500)
5453	Acquisition of 5 new Transit Change-Off Electric Vehicles	Acquisition of 5 new Electric Cars for Transit Change-Off Vehicle due to Growth - The increase in service hours and number of buses translates into a larger number of routes, frequencies and operators. These vehicles will support regular operations for an expanded and growing transit service.	City Wide	290,000	290,000	145,000	291,287	291,287	145,643	1,287	1,287	643
4830	Replacement of 6 Transit Change-Off Electric Vehicles	Replacement of 6 Electric Cars for Transit Change-Off - The replacement of change-off vehicles will decrease time and money invested on repairs and will make the fleet greener through the inclusion of electric vehicles.	City Wide	80,000	80,000	40,000	80,355	80,355	40,177	355	355	177
2711	Transit Facility Repairs (Minor)	Transit Facility Repairs - Minor Projects undertaken to keep the buildings in a state of good repair. Example: Door replacements.	City Wide	140,000	140,000	70,000	140,621	140,621	70,311	621	621	311
5705	Purchase of additional Transit Operations Modules - Garage Management & Bus Allocation	The purchase of additional Hastus Modules will allow MiWay to manage the bus assignments on routes more efficiently by replacing the manual process currently in place and to optimize the runtimes for the various routes by using built-in algorithms	City Wide	570,000	570,000	285,000	572,529	572,529	286,264	2,529	2,529	1,264
2682	Transit Maintenance Management System Replacement	Transit Maintenance Management System Replacement - introduction of a new asset and transit fleet management application to eliminate paper and improve ability to track performance and trends	City Wide	1,500,000	1,500,000	750,000	1,506,655	1,506,655	753,327	6,655	6,655	3,327



## SUMMARY OF APPROVED PROJECTS AND NET IMPACT TO CITY - PTIF (\$)

8.6

Project Number	Project Name	Project Description	Ward	AS PER APPLICATION			AS APPROVED			CHANGE		
				Total Project Cost (a)	PTIF Eligible Cost (b)	PTIF Recovery (c)	Total Project Cost (d)	PTIF Eligible Cost (e)	PTIF Recovery (f)	Increased / (Decreased) Project Cost (g)=(d)-(a)	(Increased) / Decreased Net City Funding (h)=(e)-(b)	(Increased) / Decreased PTIF Recovery (i)=(f)-(c)
5447	Transit Maintenance Vehicles - 1 Replacement	Replacement of 1 Transit Vehicle (Car) - The replacement of this vehicle will decrease time and money invested on repairs and will incorporate better engines which will reduce emissions. This car will be used as a maintenance vehicle to deal with the many trips required for issuance of licensing purposes, sublet inspections and audits, and garage supervision.	City Wide	25,000	25,000	12,500	25,111	25,111	12,555	111	111	55
2714	Transit Service Truck Acquisitions - 1 Replacement	Replacement of 1 Transit Service Truck - This vehicle fleet is often ignored and while still operational it is becoming unreliable, the replacement of vehicles will decrease time and money invested on repairs and will incorporate better engines for reduced emissions. This truck will be used for dealing with maintenance road calls when it is possible to do a quick on street repairs and keep the bus in service or to secure a bus before is brought back to garage.	City Wide	85,000	85,000	42,500	85,377	85,377	42,689	377	377	189
5450	Transit Route Supervisor Vehicle Acquisitions - 1 Replacement	Replacement of 1 Transit Route Supervisor Vehicle - These vehicle operate 24/7 which reduces life expectancy; in some cases their replacement is over due and will consume significant time and financial resources for repairs. Replacing the aging vehicles will make the supervisor car fleet greener with the adoption of hybrid technology.	City Wide	35,000	35,000	17,500	35,155	35,155	17,578	155	155	78
2717	Transit Route Security Vehicles & Equipment - 1 Replacement	Replacement of 1 Transit Security Vehicle- These vehicle operate 24/7 which reduces life expectancy; in some cases their replacement is over due and will consume significant time and financial resources for repairs. Replacing the aging vehicles will make the supervisor car fleet greener with the adoption of hybrid technology.	City Wide	40,000	40,000	20,000	40,177	40,177	20,089	177	177	89
5960	Etobicoke Creek Trail reconstruction - resurfacing, signage, markers and user-count technology	Reconstruction of key trail system in the central East area of Mississauga providing north-south connections from Courtney Park Drive to south of Burnhamthorpe. Provides key trail connection to Transitway.	3,5	2,417,788	2,260,000	1,130,000	2,572,190	2,270,026	1,135,013	154,401	10,026	5,013
4810	Trail Reconstruction - Garnetwood Park	Trail reconstruction of community park that provides key connections to major transit corridor along Burnhamthorpe Rd	3	325,280	303,600	151,800	326,627	304,947	152,473	1,347	1,347	673
4795	Trail Reconstruction - Osprey Marsh	Trail reconstruction of community park that provides key connection to transit route along Ninth Line	10	248,240	232,100	116,050	248,240	-	-	-	(232,100)	(116,050)
3988	Trail Reconstruction - Huron Heights	Trail reconstruction of community park that provides key connection to transit route along Central Parkway Ave.	4	207,900	-	-	249,270	233,130	116,565	41,370	233,130	116,565
4797	Trail Reconstruction - Pheasant Run Park	Trail reconstruction of community park that provides key connection to transit route along Glen Erin Dr	8	206,510	192,500	96,250	207,364	193,354	96,677	854	854	427
4813	Trail Reconstruction - Quenippenon Meadows Park	Trail reconstruction of community park that provides key connections to major transit corridor along Erin Centre Blvd	9	132,680	124,300	62,150	133,231	124,851	62,426	551	551	276
4802	Trail Reconstruction - Stonewood Park	Trail reconstruction of community park that provides key connection to transit route along Terragar Blvd	10	118,770	111,100	55,550	119,263	111,593	55,796	493	493	246
1170	Trail Reconstruction - Max Ward Park	Trail reconstruction of community park that provides key connection to transit route along Matheson Blvd	5	203,300	190,300	95,150	204,144	191,144	95,572	844	844	422
4006	Trail Reconstruction - South Common Park	Trail reconstruction of community park that provides key connections to major transit hub along Erin Mills Parkway	8	273,920	255,868	127,934	275,055	257,003	128,502	1,135	1,135	568
3981	Trail Reconstruction - Crawford Green Park	Trail reconstruction of community park that provides key connections to major transit corridor along Eglinton Ave	8	89,880	83,600	41,800	90,251	83,971	41,985	371	371	185
5961	Waterfront Trail Improvements and trail reconstruction - signage, markers, user-count technology	Trail improvements and minor reconstruction of key east-west trail system in the south area of Mississauga. Trail extends from Oakville to Toronto along the waterfront and connects to the rail network and major transit hub located at Hurontario and Lakeshore.	1.2	525,000	490,654	245,327	575,302	492,831	246,415	50,302	2,177	1,088
2458	Acquisition of new ITS equipment (i.e. Closed-Circuit Television, detection devices)	Acquisition of new Intelligent Transportation System (ITS) equipment (i.e. Closed-Circuit Television cameras; detection devices; etc.) for vehicles, pedestrians and cyclists. These devices are used for traffic monitoring and traffic management purposes.	City Wide	77,738	77,738	38,869	79,647	79,647	39,824	1,909	1,909	955

## SUMMARY OF APPROVED PROJECTS AND NET IMPACT TO CITY - PTIF (\$)

8.6

Project Number	Project Name	Project Description	Ward	AS PER APPLICATION			AS APPROVED			CHANGE		
				Total Project Cost (a)	PTIF Eligible Cost (b)	PTIF Recovery (c)	Total Project Cost (d)	PTIF Eligible Cost (e)	PTIF Recovery (f)	Increased / (Decreased) Project Cost (g)=(d)-(a)	(Increased) / Decreased Net City Funding (h)=(e)-(b)	(Increased) / Decreased PTIF Recovery (i)=(f)-(c)
2454	Acquisition of new traffic signal equipment enhancements	Acquisition of new capital traffic signal equipment enhancements along MiWay bus routes (i.e. Accessible Pedestrian Signals and Pedestrian Countdown Signals). These devices enhance the operation of the traffic signal controls for pedestrians and those with accessibility issues.	City Wide	155,475	155,475	77,738	159,304	159,304	79,652	3,829	3,829	1,915
5689	Installation of tactile plates at pedestrian crossings to meet AODA requirements.	To meet Accessibility for Ontarians with Disabilities Act (AODA) requirements, installation of tactile plates at minimum of 150 locations (subject to tender) to alert people with low vision or no vision of pedestrian crosswalks. To be installed at transit facilities and locations with high pedestrian use.	City Wide	4,146,010	4,146,010	2,073,005	4,248,256	4,248,256	2,124,128	102,246	102,246	51,123
5570	Conduct Detailed Safety Assessments for all at-grade railway crossings	New Transport Canada Regulations require all road authorities to conduct Detailed Safety Assessments for all at-grade railway crossings within their jurisdiction in an effort to improve railway crossing safety. These assessments entail a review of compliance with standards, identification of deficiencies and identification of required countermeasures to address the deficiencies. This work recognizes the importance of developing a safe and interdependent transportation network in which all forms of transportation can move safely and seamlessly throughout the City of Mississauga.	City Wide	103,650	103,650	51,825	106,206	106,206	53,103	2,556	2,556	1,278
2398	Construction of Multi-Use Trails along the Hanlan Water Project	Construction of multi-use trails in conjunction with the Hanlan Water Project, thereby reducing the costs to establish new facilities to provide better cycling connections to the Transitway.	City Wide	642,632	642,632	321,316	658,480	658,480	329,240	15,848	15,848	7,924
2794	Lakeshore Road Transportation Master Plan	The Lakeshore Road Transportation Master Plan is a two year project that will engage the local communities, special interest groups and other stakeholders in developing a vision for the Lakeshore corridor and determining the long term needs, function and transportation role of the corridor based on projected growth. The study will also evaluate rapid transit alternatives east of Hurontario Street as well as extending rapid transit into the Port Credit area. The Lakeshore Road corridor runs through Mississauga, connecting Clarkson Village, Port Credit and Lakeview. As the redevelopment of the waterfront moves ahead, it is important to establish a long-term transportation vision to connect this important link to the transportation network of the city. The approximately \$260K being requested from Public Transit Infrastructure Fund (PTIF) for the Lakeshore Road Transportation Master Plan is to cover the cost of enhanced public consultation and community engagement. While the original scope of work and budget for the Master Plan did include a public consultation component, it wasn't until we initiated the project that it was determined that a more enhanced public consultation and community engagement program was warranted. The Study Area for this project covers the entire width of the City of Mississauga from its eastern to its western boundary, and as a result captures a diverse number of communities, which makes an enhanced program a key piece in the successful delivery of the Master Plan. Without the additional funding from PTIF we would not be able to complete the Master Plan. The public	City Wide	1,491,839	259,126	129,563	1,498,224	265,511	132,755	6,385	6,385	3,193
2437	Replacement of traffic controllers/cabinets	Life-cycle replacement/renewal of 12 traffic controllers/cabinets at signalized intersections. These devices are essential to operate traffic signal controls and a key component to deliver Transit Priority in the City of Mississauga.	City Wide	196,935	196,935	98,468	201,787	201,787	100,894	4,852	4,852	2,426
5959	Mississauga Cycling Master Plan Update	Update to Mississauga's Cycling Master Plan that was developed in 2010. Will identify policy changes, new locations and types of cycling facilities, and new marketing strategies to encourage cycling as a means to get to and from public transit stations.	City Wide	103,650	103,650	51,825	106,206	106,206	53,103	2,556	2,556	1,278
5958	New sidewalks to transit stations	Construction of 1.8 km of new sidewalks in the Airport Corporate Centre to enable people to walk to / from 3 Transitway stations. Also includes new sidewalks to other transit facilities and popular locations for walking.	5	621,902	621,902	310,951	637,238	637,238	318,619	15,337	15,337	7,668

## SUMMARY OF APPROVED PROJECTS AND NET IMPACT TO CITY - PTIF (\$)

**8.6**

Project Number	Project Name	Project Description	Ward	AS PER APPLICATION			AS APPROVED			CHANGE		
				Total Project Cost (a)	PTIF Eligible Cost (b)	PTIF Recovery (c)	Total Project Cost (d)	PTIF Eligible Cost (e)	PTIF Recovery (f)	Increased / (Decreased) Project Cost (g)=(d)-(a)	(Increased) / Decreased Net City Funding (h)=(e)-(b)	(Increased) / Decreased PTIF Recovery (i)=(f)-(c)
5957	Pedestrian & Cyclist Access to Mississauga's Transitway & GO Transit Stations	25 km of new multi-use trails, bike lanes and signed routes to encourage cycling and walking to Mississauga public transit stations. Includes improvements to existing multi-use trails and bike lanes and a marketing campaign to encourage active transportation to transit.	City Wide	7,333,256	7,333,256	3,666,628	7,514,096	7,514,096	3,757,048	180,840	180,840	90,420
2351	Transportation Master Plan Study	The Transportation Master Plan (TMP) will serve as a policy framework and action plan to guide the City's investment in and stewardship of multi-modal transportation infrastructure and services in Mississauga from today to 2041. The TMP will bring clarity and detail to the vision of Mississauga's transportation future, illustrate the current and project state of the transportation network, highlight foreseeable opportunities and barriers and ultimately lay out strategic goals and action items to advance the implementation of the City's strategic priorities to become a transit-oriented city. The Public Transit Infrastructure Fund (PTIF) funded part of the study will be completed by Mar/31/2018 but the total study will be completed by Sep/01/2018	City Wide	500,006	259,126	129,563	506,391	265,511	132,755	6,385	6,385	3,193
5967	PTIF Implementation Support	PTIF Implementation Support including project management, purchasing, finance, legal, and communications	City Wide	585,000	585,000	292,500	-	-	-	(585,000)	(585,000)	(292,500)
				<b>132,382,355</b>	<b>116,631,354</b>	<b>58,315,677</b>	<b>132,614,857</b>	<b>116,631,016</b>	<b>58,315,508</b>	<b>232,502</b>	<b>(338)</b>	<b>(169)</b>

## SUMMARY OF APPROVED PROJECTS AND NET IMPACT TO CITY - CWWF (\$)

Project Number	Project Name	Project Description	Ward	AS PER APPLICATION			AS APPROVED			CHANGE		
				Total Project Cost (a)	CWWF Eligible Cost (b)	CWWF Recovery (c)	Total Project Cost (d)	CWWF Eligible Cost (e)	CWWF Recovery (f)	Increased / (Decreased) Project Cost (g)=(d)-(a)	(Increased) / (Decreased) Net City Funding (h)=(e)-(b)	(Increased) / (Decreased) PTIF Recovery (i)=(f)-(c)
2960	Construction of the new Cooksville Creek Flood Storage Facility - near Eglinton Ave and Kennedy Rd	Construction of an underground stormwater management facility to mitigate downstream flooding issues.	4	6,380,000	6,380,000	4,785,000	6,411,690	6,411,690	4,808,768	31,690	31,690	23,768
2948	Design of the Cooksville Creek Stormwater Erosion Control - QEWS to Elaine Trail	Municipal Class Environmental Assessment and Design study to address and mitigate stormwater erosion issues along Cooksville Creek to protect property and infrastructure.	1	218,500	218,500	163,875	219,585	219,585	164,689	1,085	1,085	814
3802	Design of the Cooksville Creek Stormwater Erosion Control - Meadows Blvd. to Rathburn Rd. E.	Municipal Class Environmental Assessment and Design study to address and mitigate stormwater erosion issues and storm sewer infrastructure renewal needs.	4	142,500	142,500	106,875	143,208	143,208	107,406	708	708	531
4546	Restoration of the Cooksville Creek Stormwater Erosion Control - Mississauga Valley Blvd to Central Pkwy E	Construction of stormwater erosion control works along Cooksville Creek to protect and mitigate property and infrastructure.	4	1,470,000	1,470,000	1,102,500	1,477,302	1,477,302	1,107,977	7,302	7,302	5,477
5428	Design of the Mary Fix Creek Stormwater Erosion Control - downstream of Dundas Street West	Environmental Assessment (EA) & Design to address slope stability and erosion issues along Mary Fix Creek to protect property and infrastructure from stormwater erosion.	7	87,250	87,250	65,438	87,683	87,683	65,762	433	433	325
5427	Design of the Levi Creek watercourse realignment - upstream of Old Derry Rd	EA & Design to realign Levi Creek to address stormwater erosion issues and protect infrastructure.	11	44,250	44,250	33,188	44,470	44,470	33,353	220	220	165
5470	Construction of the storm sewer lining and Utility Trench dewatering system - in the vicinity of Doug Leavens Blvd, Osprey Blvd, Alderwood Trail and Cactus Gate Lisgar Improvements	Lining of 3.3km of storm sewer pipes and construction of a utility trench dewatering system to address basement water infiltration issues.	10	2,000,000	2,000,000	1,500,000	2,009,934	2,009,934	1,507,451	9,934	9,934	7,451
4786	Rehabilitation of the Stormwater Management Facilities 0801, 4403, 5701 and 5702	Removal of accumulated sediment and associated rehabilitation works to renew water quality function of stormwater management ponds.	2, 10, 11	1,715,052	1,715,052	1,286,289	1,723,571	1,723,571	1,292,678	8,519	8,519	6,389
2965	Design of the Cooksville Creek Flood Storage Facility - Sandalwood Park	Design of flood storage facility to mitigate downstream flooding risks.	5	558,000	558,000	418,500	560,772	560,772	420,579	2,772	2,772	2,079
2969	Design of the Cooksville Creek Flood Storage Facility - Mississauga Valley	Design of flood storage facility to mitigate downstream flooding risks	4	470,500	470,500	352,875	472,837	472,837	354,628	2,337	2,337	1,753
5968	CWWF Implementation Support	CWWF implementation support to ensure projects can be completed and managed under tight timelines	City Wide	65,000	65,000	48,750	-	-	-	(65,000)	(65,000)	(48,750)
				<b>13,151,052</b>	<b>13,151,052</b>	<b>9,863,289</b>	<b>13,151,052</b>	<b>13,151,052</b>	<b>9,863,289</b>	<b>-</b>	<b>-</b>	<b>-</b>

## SUMMARY OF HOW NET IMPACT TO CITY WILL BE FUNDED - PTIF (\$)

Project Number	Project Name	Project Description	Ward	COST	FUNDING					
				Increased / Decreased Net City Funding	Recovery from Federal	33121 Tax - Cap Reserve Fund	31330 DCA - Transit Reserve Fund	31335 DCA -City Wide Engineering Reserve Fund	35183 Federal Gas Tax - Regional Allocation	35182 Federal Gas Tax - City Allocation
5965	Building expansion to accommodate future growth and life cycle renewal (Malton Satellite Terminal)	Interior clean lane building addition, and lifecycle mechanical and electrical upgrades, site redevelopment and improvements - Malton Satellite Terminal	5	3,709	1,854	1,854	-	-	-	-
5871	Lifecycle renewal/replacement of building systems - City Centre Transit Terminal	Lifecycle renewal of building systems to improve efficiency and to extend system life; includes interior finishes and terminal door - City Centre Transit Terminal	4	785	393	393	-	-	-	-
5964	Lifecycle renewal/replacement of building systems - Edward J. Dowling Transit Facility	Lifecycle renewal of building systems to improve efficiency and to extend system life; includes installing heat recovery coils on 12 existing roof top air handling units, lifecycle mechanical and electrical upgrades, Light emitting diode (LED) lighting upgrades (interior/exterior), building automation controls - Edward J. Dowling Transit Facility	6	14,895	7,448	7,448	-	-	-	-
5865	Lifecycle renewal/replacement of exterior door - Edward J. Dowling Transit Facility	Lifecycle renewal of exterior door to extend useful life - Edward J. Dowling Transit Facility	6	169	84	84	-	-	-	-
5963	Lifecycle renewal/replacement of mechanical and electrical upgrades - City Centre Transit Terminal	Lifecycle renewal of building systems to improve efficiency and to extend system life; includes replacement of chiller, boiler, doors, lifecycle mechanical & electrical upgrades, & interior finishes - City Centre Transit Terminal	4	11,005	5,502	5,502	-	-	-	-
5714	Network Fiber Design and Construction for Transit and Traffic Site Connectivity	The City Fiber Public Sector Network (PSN) has been in place for over 20 years. Pieces of the fiber infrastructure are replaced as required. Over time the fiber cables may start to degrade and therefore segments may require replacement as areas start to fail. To provide for continued expansion to the Network Fibre there are also ongoing initiatives to build 100 IoT (internet of Things) Nodes in support of Advanced Transportation Management System (ATMS) requirements.	City Wide	5,049	2,524	2,524	-	-	-	-
5724	Switches and Routers for Transit and Traffic Voice and Data Communications	Switches and Routers are required to expand and improve the Network Infrastructure for the City Fiber Network Project to install the network equipment (Switches, Routers) on the 100 Nodes being built to support the Advanced Transportation Management System (ATMS) project.	City Wide	1,996	998	998	-	-	-	-
4581	The Vehicle Communication (VCOM) Radio Infrastructure for Transit iBus Communications	The Vehicle Communication (VCOM) Radio Infrastructure funding is required to create a new 700 megahertz (MHz) Public Safety Network, increase capacity and weather resistance on the two existing North towers (Inglewood and Caledon), and upgrade the interim VCOM asset management and work order software. Dynamic resilience is also going to be implemented by adding a hot run controller that will allow core servicing without traffic interruption in the event of a Primary Zone Core failure (PRP HQP). VCOM Radio is the primary infrastructure that supports two way tactical communication in the field.	City Wide	5,137	2,569	2,569	-	-	-	-
5723	Wireless Infrastructure for Transit and Transit Rider Broadband Connectivity	Wireless Infrastructure is a critical component to enable the Advanced Transportation Management System (ATMS). This project will mean the addition of 40 new Wireless Access Points (AP) and will ensure a robust and reliable wireless network for Transit and Transit Rider Broadband Connectivity.	City Wide	1,331	665	665	-	-	-	-

## SUMMARY OF HOW NET IMPACT TO CITY WILL BE FUNDED - PTIF (\$)

Project Number	Project Name	Project Description	Ward	COST	FUNDING					
				Increased / Decreased Net City Funding	Recovery from Federal	33121 Tax - Cap Reserve Fund	31330 DCA - Transit Reserve Fund	31335 DCA -City Wide Engineering Reserve Fund	35183 Federal Gas Tax - Regional Allocation	35182 Federal Gas Tax - City Allocation
5956	Bus Communication Gateway Replacement on all MiWay Fleet	The iBus Communication Gateway on all MiWay Fleet requires to be upgraded to comply with the latest communication protocols. The existing protocol is currently discussed to be phased out by the communication service providers across the country. The upgrade will also allow for a wider selection of communication service providers and aims to lower the ongoing maintenance costs.	City Wide	13,309	6,655	6,655	-	-	-	-
5465	Construction of New Transit Operator Facility (Mount Charles Park)	Transit New Facilities - Washrooms (Cardiff) - Provides Transit to anchor buses at a terminal location with operator facilities thereby reducing the need to provide mid trip breaks. This improves operator safety, runtime efficiency and customer satisfaction on three routes - Mount Charles Park	5	4,436	2,218	2,218	-	-	-	-
5472	Enhancement of Pavement Entranceways and Exterior bays at 9 Terminals	The Bus only turn lanes and entranceways at 9 terminals to have surface treatment and clearly demarcate Bus Lanes from General Traffic thereby reducing incidents and unsafe turns at terminals.	City Wide	887	444	444	-	-	-	-
4284	Purchase of Transit Performance Metrics Module (HASTUS Analytics)	Transit Performance Metrics Module (HASTUS Analytics) will allow MiWay to put together historical, current, planned and actual data and be able to efficiently analyze information, identify trends and re-inject the knowledge to implement cost saving measures and increase service quality.	City Wide	1,775	887	887	-	-	-	-
2708	Installation of additional 250 Accessible MiWay Bus Pads	Transit Bus Pads at Stops due to service expansion - providing accessibility and meet general customer needs at 250 additional Bus Stops	City Wide	1,207	603	603	()	-	-	-
5962	Installation of 100 additional MiWay Transit Shelters	Installation of 100 additional bus shelters to provide customer amenity improvements based on ridership demand and patron requests. Locations will be distributed throughout all municipal wards.	City Wide	11,091	5,546	5,546	-	-	-	-
2709	Refurbishment of 250 existing bus stops pads to increase accessibility	Transit Bus Pads at Stops as replacement of 250 old and crumbling pads and to meet ever changing accessibility requirements & general customer needs	City Wide	1,242	621	621	-	-	-	-
2706	Refurbishment of 2 existing Transit Mini Terminals for optimization of Transit Infrastructure.	Optimize transit infrastructure by replacing pavement and platforms at 2 Transit Mini Terminals/Bays/Bus Loops	City Wide	887	444	444	-	-	-	-
5468	Replacement of Asphalt with concrete Transit Bus Landing Pads at 75 high traffic bus stops	Replacing Asphalt with 75 Concrete Transit Bus Landing Pads at bus stops on high density routes in order to provide a rigid and skid resistant surface resistant to rutting due to constant breaking and acceleration. Concrete Transit Bus Landing pads improve traffic safety, reduce deterioration and extend pavement life.	City Wide	4,436	2,218	2,218	-	-	-	-
2707	Replacement of 500 existing Transit MiWay Stop Signs	500 Transit MiWay Stop Signs replacement to a standardized higher visibility marker that improves efficiency, customer experience and meets Accessibility for Ontarians with Disabilities Act (AODA) requirements.	City Wide	444	222	222	-	-	-	-
5467	Study for Anchor Terminals at Strategic locations across the City	Project to Study the feasibility and locations for peripheral Transit Anchor Terminals for anchoring service at the end of line of Routes, thereby providing public and staff amenities while improving efficiency of operation	City Wide	2,218	1,109	1,109	-	-	-	-

## SUMMARY OF HOW NET IMPACT TO CITY WILL BE FUNDED - PTIF (\$)

Project Number	Project Name	Project Description	Ward	COST	FUNDING					
				Increased / Decreased Net City Funding	Recovery from Federal	33121 Tax - Cap Reserve Fund	31330 DCA - Transit Reserve Fund	31335 DCA -City Wide Engineering Reserve Fund	35183 Federal Gas Tax - Regional Allocation	35182 Federal Gas Tax - City Allocation
2693	Acquisition of up to 3 new transit buses to increase service and ridership	Acquisition of up to 3 new 40 foot regular service buses to increase service on Mississauga's transitway and maximize the benefits of a dedicated right of way. This is a key feature to increase ridership in Mississauga.	City Wide	289	131,145	(130,855)	-	-	-	-
4212	Acquisition of up to 10 new transit buses to increase Service Hours	Originally submitted as one project, now broken down as one non-PTIF project (4212) and one PTIF project (5301)	City Wide	(5,840,000)	-	-	-	-	(5,840,000)	-
5301	Acquisition of up to 10 new transit buses to increase Service Hours	Acquisition of up to 10 new 40 foot regular service buses to service the increased service hours authorized for daily operations. These increased hours will permit higher frequencies in some routes and higher service levels in under serviced City areas; this action will allow citizens to be more reliant on public transit.	City Wide	5,846,444	2,923,222	2,923,222	-	-	-	-
3745	Transit Bus Acquisitions - Growth	Transit Bus Acquisitions - Growth	City Wide	(1,168,000)	(584,000)	(89,000)	(495,000)	-	-	-
6048	Acquisition of up to 51 - 40 foot buses to replace aging buses	Acquisition of up to 51 buses to replace aging buses. Service reliability will be improved as the buses to be replaced require more downtime for repairs to be fit for service. Additionally the new buses will incorporate the latest emission control features for diesel engines.	City Wide	8,600,074	4,300,037	3,805,037	495,000	-	-	-
6049	Acquisition of up to 29 - 60 foot buses to replace aging buses.	Acquisition of up to 29 buses to replace aging buses. Service reliability will be improved as the buses to be replaced require more downtime for repairs to be fit for service. Additionally the new buses will incorporate the latest emission control features for diesel engines.	City Wide	(7,369,223)	(3,684,612)	(3,684,612)	-	-	-	-
4847	Transit Bus Seat Modification on 84 buses	Transit Bus Seat Modification- project will update bus seating layout on 84 older buses to new standard for safety and customer experience.	City Wide	6,655	753,327	(746,673)	-	-	-	-
2692	Transit Capital Bus Engine Maintenance on up to 280 buses	Originally submitted as one project, now broken down as one non-PTIF project (2692) and one PTIF project (5302)	City Wide	(3,759,338)	-	-	-	-	-	(3,759,338)
5302	Transit Capital Bus Engine Maintenance on up to 280 buses	Transit Capital Bus Maintenance- Engine About 60% of MiWay's bus fleet is near or on the threshold for mid life repairs which means that approximately 280 buses might require some intervention. As part of the bus maintenance program, engines require major maintenance to ensure emission controls, performance, safety and reliability comply with regulations and specifications.	City Wide	3,776,016	1,888,008	1,888,008	-	-	-	-
2705	Transit Capital Bus Maintenance - Major Component Rehabilitation/Replacement on up to 280 buses.	Transit Capital Bus Maintenance - Major Component Rehabilitation/Replacement MiWay's hybrid fleet is near the threshold where transmission and battery packages require major repairs and/or replacement plus about 60% of MiWay's bus fleet is near or on the threshold for mid life repairs; which means that approximately 280 buses might require some intervention. As part of the bus maintenance program, major components require major maintenance to ensure emission controls, performance, safety and reliability comply with regulations and specifications.	City Wide	176,898	88,449	88,449	-	-	-	-

## SUMMARY OF HOW NET IMPACT TO CITY WILL BE FUNDED - PTIF (\$)

Project Number	Project Name	Project Description	Ward	COST	FUNDING					
				Increased / Decreased Net City Funding	Recovery from Federal	33121 Tax - Cap Reserve Fund	31330 DCA - Transit Reserve Fund	31335 DCA -City Wide Engineering Reserve Fund	35183 Federal Gas Tax - Regional Allocation	35182 Federal Gas Tax - City Allocation
2710	Transit Capital Equipment Acquisition - Maintenance Section	Transit Capital Equipment Acquisition - Maintenance Section - program used to upgrade and replace equipment used to maintain and repair buses, this process incorporates OEM recommended repair processes and complies with health and safety mandate.	City Wide	(145,000)	(72,500)	(72,500)	-	-	-	-
5453	Acquisition of 5 new Transit Change-Off Electric Vehicles	Acquisition of 5 new Electric Cars for Transit Change-Off Vehicle due to Growth - The increase in service hours and number of buses translates into a larger number of routes, frequencies and operators. These vehicles will support regular operations for an expanded and growing transit service.	City Wide	1,287	643	643	( )	-	-	-
4830	Replacement of 6 Transit Change-Off Electric Vehicles	Replacement of 6 Electric Cars for Transit Change-Off - The replacement of change-off vehicles will decrease time and money invested on repairs and will make the fleet greener through the inclusion of electric vehicles.	City Wide	355	177	177	-	-	-	-
2711	Transit Facility Repairs (Minor)	Transit Facility Repairs - Minor Projects undertaken to keep the buildings in a state of good repair. Example: Door replacements.	City Wide	621	311	311	-	-	-	-
5705	Purchase of additional Transit Operations Modules - Garage Management & Bus Allocation	The purchase of additional Hastus Modules will allow MiWay to manage the bus assignments on routes more efficiently by replacing the manual process currently in place and to optimize the runtimes for the various routes by using built-in algorithms	City Wide	2,529	1,264	1,264	-	-	-	-
2682	Transit Maintenance Management System Replacement	Transit Maintenance Management System Replacement - introduction of a new asset and transit fleet management application to eliminate paper and improve ability to track performance and trends	City Wide	6,655	3,327	3,327	-	-	-	-
5447	Transit Maintenance Vehicles - 1 Replacement	Replacement of 1 Transit Vehicle (Car) - The replacement of this vehicle will decrease time and money invested on repairs and will incorporate better engines which will reduce emissions. This car will be used as a maintenance vehicle to deal with the many trips required for issuance of licensing purposes, sublet inspections and audits, and garage supervision.	City Wide	111	55	55	-	-	-	-
2714	Transit Service Truck Acquisitions - 1 Replacement	Replacement of 1 Transit Service Truck - This vehicle fleet is often ignored and while still operational it is becoming unreliable, the replacement of vehicles will decrease time and money invested on repairs and will incorporate better engines for reduced emissions. This truck will be used for dealing with maintenance road calls when it is possible to do a quick on street repairs and keep the bus in service or to secure a bus before is brought back to garage.	City Wide	377	189	189	-	-	-	-
5450	Transit Route Supervisor Vehicle Acquisitions - 1 Replacement	Replacement of 1 Transit Route Supervisor Vehicle - These vehicle operate 24/7 which reduces life expectancy; in some cases their replacement is over due and will consume significant time and financial resources for repairs. Replacing the aging vehicles will make the supervisor car fleet greener with the adoption of hybrid technology.	City Wide	155	78	78	-	-	-	-
2717	Transit Route Security Vehicles & Equipment - 1 Replacement	Replacement of 1 Transit Security Vehicle- These vehicle operate 24/7 which reduces life expectancy; in some cases their replacement is over due and will consume significant time and financial resources for repairs. Replacing the aging vehicles will make the supervisor car fleet greener with the adoption of hybrid technology.	City Wide	177	89	89	-	-	-	-



## SUMMARY OF HOW NET IMPACT TO CITY WILL BE FUNDED - PTIF (\$)

Project Number	Project Name	Project Description	Ward	COST	FUNDING					
				Increased / Decreased Net City Funding	Recovery from Federal	33121 Tax - Cap Reserve Fund	31330 DCA - Transit Reserve Fund	31335 DCA -City Wide Engineering Reserve Fund	35183 Federal Gas Tax - Regional Allocation	35182 Federal Gas Tax - City Allocation
5960	Etobicoke Creek Trail reconstruction - resurfacing, signage, markers and user-count technology	Reconstruction of key trail system in the central East area of Mississauga providing north-south connections from Courtney Park Drive to south of Burnhamthorpe. Provides key trail connection to Transitway.	3,5	154,401	5,013	149,388	-	-	-	-
4810	Trail Reconstruction - Garnetwood Park	Trail reconstruction of community park that provides key connections to major transit corridor along Burnhamthorpe Rd	3	1,347	673	673	-	-	-	-
4795	Trail Reconstruction - Osprey Marsh	Trail reconstruction of community park that provides key connection to transit route along Ninth Line	10	-	(116,050)	116,050	-	-	-	-
3988	Trail Reconstruction - Huron Heights	Trail reconstruction of community park that provides key connection to transit route along Central Parkway Ave.	4	41,370	116,565	(75,195)	-	-	-	-
4797	Trail Reconstruction - Pheasant Run Park	Trail reconstruction of community park that provides key connection to transit route along Glen Erin Dr	8	854	427	427	-	-	-	-
4813	Trail Reconstruction - Quenippenon Meadows Park	Trail reconstruction of community park that provides key connections to major transit corridor along Erin Centre Blvd	9	551	276	276	-	-	-	-
4802	Trail Reconstruction - Stonewood Park	Trail reconstruction of community park that provides key connection to transit route along Terragar Blvd	10	493	246	246	-	-	-	-
1170	Trail Reconstruction - Max Ward Park	Trail reconstruction of community park that provides key connection to transit route along Matheson Blvd	5	844	422	422	-	-	-	-
4006	Trail Reconstruction - South Common Park	Trail reconstruction of community park that provides key connections to major transit hub along Erin Mills Parkway	8	1,135	568	568	-	-	-	-
3981	Trail Reconstruction - Crawford Green Park	Trail reconstruction of community park that provides key connections to major transit corridor along Eglinton Ave	8	371	185	185	-	-	-	-
5961	Waterfront Trail Improvements and trail reconstruction - signage, markers, user-count technology	Trail improvements and minor reconstruction of key east-west trail system in the south area of Mississauga. Trail extends from Oakville to Toronto along the waterfront and connects to the rail network and major transit hub located at Hurontario and Lakeshore.	1.2	50,302	1,088	49,213	-	-	-	-
2458	Acquisition of new ITS equipment (i.e. Closed-Circuit Television, detection devices)	Acquisition of new Intelligent Transportation System (ITS) equipment (i.e. Closed-Circuit Television cameras; detection devices; etc.) for vehicles, pedestrians and cyclists. These devices are used for traffic monitoring and traffic management purposes.	City Wide	1,909	955	-	-	955	-	-
2454	Acquisition of new traffic signal equipment enhancements	Acquisition of new capital traffic signal equipment enhancements along MiWay bus routes (i.e. Accessible Pedestrian Signals and Pedestrian Countdown Signals). These devices enhance the operation of the traffic signal controls for pedestrians and those with accessibility issues.	City Wide	3,829	1,915	-	-	1,915	-	-
5689	Installation of tactile plates at pedestrian crossings to meet AODA requirements.	To meet Accessibility for Ontarians with Disabilities Act (AODA) requirements, installation of tactile plates at minimum of 150 locations (subject to tender) to alert people with low vision or no vision of pedestrian crosswalks. To be installed at transit facilities and locations with high pedestrian use.	City Wide	102,246	51,123	51,123	-	-	-	-

## SUMMARY OF HOW NET IMPACT TO CITY WILL BE FUNDED - PTIF (\$)

Project Number	Project Name	Project Description	Ward	COST	FUNDING					
				Increased / Decreased Net City Funding	Recovery from Federal	33121 Tax - Cap Reserve Fund	31330 DCA - Transit Reserve Fund	31335 DCA -City Wide Engineering Reserve Fund	35183 Federal Gas Tax - Regional Allocation	35182 Federal Gas Tax - City Allocation
5570	Conduct Detailed Safety Assessments for all at-grade railway crossings	New Transport Canada Regulations require all road authorities to conduct Detailed Safety Assessments for all at-grade railway crossings within their jurisdiction in an effort to improve railway crossing safety. These assessments entail a review of compliance with standards, identification of deficiencies and identification of required countermeasures to address the deficiencies. This work recognizes the importance of developing a safe and interdependent transportation network in which all forms of transportation can move safely and seamlessly throughout the City of Mississauga.	City Wide	2,556	1,278	1,278	-	-	-	-
2398	Construction of Multi-Use Trails along the Hanlan Water Project	Construction of multi-use trails in conjunction with the Hanlan Water Project, thereby reducing the costs to establish new facilities to provide better cycling connections to the Transitway.	City Wide	15,848	7,924	-	-	7,924	-	-
2794	Lakeshore Road Transportation Master Plan	The Lakeshore Road Transportation Master Plan is a two year project that will engage the local communities, special interest groups and other stakeholders in developing a vision for the Lakeshore corridor and determining the long term needs, function and transportation role of the corridor based on projected growth. The study will also evaluate rapid transit alternatives east of Hurontario Street as well as extending rapid transit into the Port Credit area. The Lakeshore Road corridor runs through Mississauga, connecting Clarkson Village, Port Credit and Lakeview. As the redevelopment of the waterfront moves ahead, it is important to establish a long-term transportation vision to connect this important link to the transportation network of the city. The approximately \$260K being requested from Public Transit Infrastructure Fund (PTIF) for the Lakeshore Road Transportation Master Plan is to cover the cost of enhanced public consultation and community engagement. While the original scope of work and budget for the Master Plan did include a public consultation component, it wasn't until we initiated the project that it was determined that a more enhanced public consultation and community engagement program was warranted. The Study Area for this project covers the entire width of the City of Mississauga from its eastern to its western boundary, and as a result captures a diverse number of communities, which makes an enhanced program a key piece in the successful delivery of the Master Plan. Without the additional funding from PTIF we would not be able to complete the Master Plan. The public consultation/community engagement on	City Wide	6,385	3,193	-	-	3,193	-	-
2437	Replacement of traffic controllers/cabinets	Life-cycle replacement/renewal of 12 traffic controllers/cabinets at signalized intersections. These devices are essential to operate traffic signal controls and a key component to deliver Transit Priority in the City of Mississauga.	City Wide	4,852	2,426	2,426	-	-	-	-
5959	Mississauga Cycling Master Plan Update	Update to Mississauga's Cycling Master Plan that was developed in 2010. Will identify policy changes, new locations and types of cycling facilities, and new marketing strategies to encourage cycling as a means to get to and from public transit stations.	City Wide	2,556	1,278	1,278	-	-	-	-
5958	New sidewalks to transit stations	Construction of 1.8 km of new sidewalks in the Airport Corporate Centre to enable people to walk to / from 3 Transitway stations. Also includes new sidewalks to other transit facilities and popular locations for walking.	5	15,337	7,668	7,668	-	-	-	-

## SUMMARY OF HOW NET IMPACT TO CITY WILL BE FUNDED - PTIF (\$)

Project Number	Project Name	Project Description	Ward	COST	FUNDING					
				Increased / Decreased Net City Funding	Recovery from Federal	33121 Tax - Cap Reserve Fund	31330 DCA - Transit Reserve Fund	31335 DCA -City Wide Engineering Reserve Fund	35183 Federal Gas Tax - Regional Allocation	35182 Federal Gas Tax - City Allocation
5957	Pedestrian & Cyclist Access to Mississauga's Transitway & GO Transit Stations	25 km of new multi-use trails, bike lanes and signed routes to encourage cycling and walking to Mississauga public transit stations. Includes improvements to existing multi-use trails and bike lanes and a marketing campaign to encourage active transportation to transit.	City Wide	180,840	90,420	58,310	-	32,110	-	-
2351	Transportation Master Plan Study	The Transportation Master Plan (TMP) will serve as a policy framework and action plan to guide the City's investment in and stewardship of multi-modal transportation infrastructure and services in Mississauga from today to 2041. The TMP will bring clarity and detail to the vision of Mississauga's transportation future, illustrate the current and project state of the transportation network, highlight foreseeable opportunities and barriers and ultimately lay out strategic goals and action items to advance the implementation of the City's strategic priorities to become a transit-oriented city. The Public Transit Infrastructure Fund (PTIF) funded part of the study will be completed by Mar/31/2018 but the total study will be completed by Sep/01/2018	City Wide	6,385	3,193	-	-	3,193	-	-
5967	PTIF Implementation Support	PTIF Implementation Support including project management, purchasing, finance, legal, and communications	City Wide	(585,000)	(292,500)	(292,500)	-	-	-	-
				<b>232,502</b>	<b>5,680,500</b>	<b>4,102,052</b>		<b>49,289</b>	<b>(5,840,000)</b>	<b>(3,759,338)</b>

## SUMMARY OF HOW NET IMPACT TO CITY WILL BE FUNDED - CWWF (\$)

Project Number	Project Name	Project Description	Ward	COST	FUNDING		
				Increased / Decreased Net City Funding	Recovery from Province & Federal	35992 Stormwater - Capital Reserve Fund	31350 DCA - Stormwater Management Reserve Fund
2960	Construction of the new Cooksville Creek Flood Storage Facility - near Eglinton Ave and Kennedy Rd	Construction of an underground stormwater management facility to mitigate downstream flooding issues.	4	31,690	23,768	7,922	-
2948	Design of the Cooksville Creek Stormwater Erosion Control - QEW to Elaine Trail	Municipal Class Environmental Assessment and Design study to address and mitigate stormwater erosion issues along Cooksville Creek to protect property and infrastructure.	1	1,085	814	308	(37)
3802	Design of the Cooksville Creek Stormwater Erosion Control - Meadows Blvd. to Rathburn Rd. E.	Municipal Class Environmental Assessment and Design study to address and mitigate stormwater erosion issues and storm sewer infrastructure renewal needs.	4	708	531	148	29
4546	Restoration of the Cooksville Creek Stormwater Erosion Control - Mississauga Valley Blvd to Central Pkwy E	Construction of stormwater erosion control works along Cooksville Creek to protect and mitigate property and infrastructure.	4	7,302	5,476	1,826	-
5428	Design of the Mary Fix Creek Stormwater Erosion Control - downstream of Dundas Street West	Environmental Assessment (EA) & Design to address slope stability and erosion issues along Mary Fix Creek to protect property and infrastructure from stormwater erosion.	7	433	325	96	12
5427	Design of the Levi Creek watercourse realignment - upstream of Old Derry Rd	EA & Design to realign Levi Creek to address stormwater erosion issues and protect infrastructure.	11	220	165	27	29
5470	Construction of the storm sewer lining and Utility Trench dewatering system - in the vicinity of Doug Leavens Blvd, Osprey Blvd, Alderwood Trail and Cactus Gate Lisgar Improvements	Lining of 3.3km of storm sewer pipes and construction of a utility trench dewatering system to address basement water infiltration issues.	10	9,934	7,451	2,483	-
4786	Rehabilitation of the Stormwater Management Facilities 0801, 4403, 5701 and 5702	Removal of accumulated sediment and associated rehabilitation works to renew water quality function of stormwater management ponds.	2, 10, 11	8,519	6,389	2,130	-
2965	Design of the Cooksville Creek Flood Storage Facility - Sandalwood Park	Design of flood storage facility to mitigate downstream flooding risks.	5	2,772	2,079	718	(25)

SUMMARY OF HOW NET IMPACT TO CITY WILL BE FUNDED - CWWF (\$)

				COST	FUNDING		
Project Number	Project Name	Project Description	Ward	Increased / Decreased Net City Funding	Recovery from Province & Federal	35992 Stormwater - Capital Reserve Fund	31350 DCA - Stormwater Management Reserve Fund
2969	Design of the Cooksville Creek Flood Storage Facility - Mississauga Valley	Design of flood storage facility to mitigate downstream flooding risks	4	2,337	1,752	563	22
5968	CWWF Implementation Support	CWWF implementation support to ensure projects can be completed and managed under tight timelines	City Wide	(65,000)	(48,750)	(16,250)	-
				-	-	(29)	29

## PROJECT FUNDING ADVANCED TO 2017 - PTIF (\$)

Project Number	Project Name	Cash Flow Description	Ward	COST	FUNDING			
				Increased / Decreased Net City Funding	Recovery from Federal	33121 Tax - Cap Reserve Fund	31330 DCA - Transit Reserve Fund	31335 DCA - City Wide Engineering Reserve Fund
5871	Interior Finishes -CCTT Door	Project was applied for but originally funded in 2018	4	(178,000)	(89,000)	(89,000)	-	-
5964	Renewal / replacement of parking lots, installing heat recovery coils on 12 existing roof top Air Handling Units, Lifecycle Mechanical & Electrical upgrades, LED lighting upgrades (interior/exterior), Building automation controls - Central Parkway	Project was applied for but originally funded in 2018	6	(1,600,000)	(800,000)	(800,000)	-	-
5865	Exterior Door Replacement -Edward J. Dowling Transit Facility (Bldg ABCD)	Project was applied for but originally funded in 2018	6	(38,000)	(19,000)	(19,000)	-	-
5963	Renewal / replacement of Chiller, Boiler, Doors, Lifecycle Mechanical & Electrical upgrades, & Interior finishes - City Centre Transit Terminal	Project was applied for but originally funded in 2018	4	(1,073,000)	(536,500)	(536,500)	-	-
5473	Transit Terminal Pavement Treatment	Project was applied for but originally funded in 2018	City Wide	(100,000)	(50,000)	(50,000)	-	-
2723	Transit Bus Stops/Pads (Accessibility Plan) - Growth	Project was applied for but originally funded in 2018	City Wide	(136,000)	(68,000)	(7,000)	(61,000)	-
2724	Transit Bus Stops/Pads (Accessibility Plan) - Replacement	Project was applied for but originally funded in 2018	City Wide	(140,000)	(70,000)	(70,000)	-	-
2721	Transit Mini Terminals/Bays/Bus Loops - Replacement	Project was applied for but originally funded in 2018	City Wide	(100,000)	(50,000)	(50,000)	-	-
5469	Transit Bus Landing Pads	Project was applied for but originally funded in 2018	City Wide	(500,000)	(250,000)	(250,000)	-	-
2722	Transit MiWay Signs	Project was applied for but originally funded in 2018	City Wide	(50,000)	(25,000)	(25,000)	-	-
2719	Transit Capital Bus Maintenance - Major Component Rehabilitation/Replacement	Project was applied for but originally funded in 2018	City Wide	(2,100,000)	(1,050,000)	(1,050,000)	-	-
2725	Transit Capital Equipment Acquisition - Maintenance Section	Project was applied for but originally funded in 2018	City Wide	(145,000)	(72,500)	(72,500)	-	-
2713	Transit Change-Off Vehicle Acquisitions - Growth	Project was applied for but originally funded in 2018	City Wide	(20,000)	(10,000)	(1,000)	(9,000)	-
2728	Transit Change-Off Vehicle Acquisitions - Replacement	Project was applied for but originally funded in 2018	City Wide	(60,000)	(30,000)	(30,000)	-	-
2727	Transit Facility Repairs (Minor)	Project was applied for but originally funded in 2018	City Wide	(60,000)	(30,000)	(30,000)	-	-
5447	Transit Other Vehicles - Replacement	Project was applied for but originally funded in 2018	City Wide	(25,000)	(12,500)	(12,500)	-	-
5450	Transit Route Supervisor Vehicle Acquisitions - Replacement	Project was applied for but originally funded in 2018	City Wide	(35,000)	(17,500)	(17,500)	-	-

## PROJECT FUNDING ADVANCED TO 2017 - PTIF (\$)

Project Number	Project Name	Cash Flow Description	Ward	COST	FUNDING			
				Increased / Decreased Net City Funding	Recovery from Federal	33121 Tax - Cap Reserve Fund	31330 DCA - Transit Reserve Fund	31335 DCA - City Wide Engineering Reserve Fund
5960	Etobicoke Creek Trail reconstruction - trail resurfacing, signage, trail markers and trail user-count technology	Project was applied for but originally funded in 2018	3,5	(1,356,000)	(678,000)	(678,000)	-	-
4810	Trail Reconstruction - Garnetwood Park (P_135)	Project was applied for but originally funded in 2018	3	(303,600)	(151,800)	(151,800)	-	-
4813	Trail Reconstruction - Quenippenon Meadows Park (P_324)	Project was applied for but originally funded in 2018	9	(124,300)	(62,150)	(62,150)	-	-
4006	Trail Reconstruction - South Common Park (P_151)	Project was applied for but originally funded in 2018	8	(255,868)	(127,934)	(127,934)	-	-
5961	Waterfront Trail Improvements and trail reconstruction - Signage, trail markers, trail user-count technology and minor trail reconstructions	Project was applied for but originally funded in 2018	1.2	(229,500)	(123,000)	(106,500)	-	-
5690	Sidewalks - Accessible Pedestrian Crossings (AODA)	Project was applied for but originally funded in 2018	City Wide	(2,072,740)	(1,036,370)	(1,036,370)	-	-
5958	Pedestrian sidewalk connections in Airport Corporate Centre to BRT	Project was applied for but originally funded in 2018	5	(310,000)	(155,000)	(155,000)	-	-
5957	Pedestrian & Cyclist Access to Transitway & GoTransit	Project was applied for but originally funded in 2018	City Wide	(3,655,000)	(1,827,500)	(1,089,000)	-	(738,500)
2718	Transit Bus Acquisitions - Replacement	Project was applied for but originally funded in 2018	City Wide	10,319,500	5,159,750	3,174,750	1,985,000	-
2720	Transit Bus Acquisitions - Growth	Project was applied for but originally funded in 2018	City Wide	(1,752,000)	(876,000)	(131,000)	(745,000)	-
3746	Transit Bus Acquisitions - Growth	Project was applied for but originally funded in 2018	City Wide	(1,752,000)	(876,000)	(131,000)	(745,000)	-
2731	Transit Bus Acquisitions - Replacement	Project was applied for but originally funded in 2018	City Wide	(5,647,000)	(2,823,500)	(2,823,500)	-	-
3988	Huron Heights Trail Reconstruction	Project was applied for but originally funded in 2019	4	(207,900)	-	(207,900)	-	-
				<b>(13,706,408)</b>	<b>(6,757,504)</b>	<b>(6,635,404)</b>	<b>425,000</b>	<b>(738,500)</b>

PROJECT FUNDING ADVANCED TO 2017 - CWWF (\$)

Project Number	Project Name	Cash Flow Description	Ward	COST	FUNDING		
				Increased / Decreased Net City Funding	Recovery from Province & Federal	35992 Stormwater - Capital Reserve Fund	31350 DCA -Stormwater Management Reserve Fund
2965	Cooksville Creek Flood Storage Fac/Frank McKechnie Park(#330)	Project was applied for but originally funded in 2018	5	(558,000)	(418,500)	(134,850)	(4,650)
2969	Cooksville Creek Flood Storage Facility - Mississauga Valley	Project was applied for but originally funded in 2018	4	(470,500)	(352,875)	(113,522)	(4,103)
				(1,028,500)	(771,375)	(248,372)	(8,753)



City of Mississauga

# Corporate Report



Date: 2017/04/27

To: Chair and Members of Council

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

Originator's files:  
FA.49.374-12

Meeting date:  
2017/05/17

## Subject

**Single Source Recommendation with Wilmac Canada ULC - Contract Renewal.**

**File Ref: Procurement FA.49.374-12**

## Recommendation

1. That the report of the Commissioner Corporate Services and Chief Information Officer dated April 27, 2017 and entitled Single Source Recommendation with Wilmac Canada ULC - Contract Renewal be received for information.
2. That the Purchasing Agent be authorized to execute the necessary agreements related to ancillary documents with Wilmac Canada ULC for the supply of application licenses. This will include software maintenance and support with associated professional services to support the City's NICE Radio and Phone recording systems at a cost of \$185,882 exclusive of taxes, based on a three (3) year term with an option to renew it for additional two (2) one year term
3. The Purchasing Agent be authorized to increase the value of the contract, where necessary to accommodate growth where funding is approved in the budget. That the purchasing agent be authorized to issue contract amendments to include additional licenses, maintenance and support, new features and functionalities, and modules related to NICE Radio and Phone recording systems from Wilmac Canada ULC to accommodate City's new growth.
4. That Wilmac Canada ULC continues to be designated a "City Standard" for the next five year period. May 2017 to May 2022.

## Report Highlights

- Wilmac Canada ULC is the City's current vendor for the City's NICE radio and telephony recording systems. The current agreement expires on June 30, 2017.

- There is a need to renew the current contract with Wilmac ULC until the end of 2020 with additional two years as an option through 2022. This will provide flexibility to purchase additional software licenses and support on an as needed basis and to keep the current system in a good state of repair as well as modernizing and improving the current architecture of the existing system.
- The City of Mississauga originally purchased NICE recording solutions from Wilmac Canada in May 2012 as Wilmac Canada is the exclusive authorized territorial reseller of NICE equipment and systems for the Greater Toronto Area and the only recording solution used to integrate with Peel Regional Police radio recording system
- The pricing structure is fixed for three years and the two optional years are not committed but are capped at a maximum of 6% annual escalation.

## Background

The City is now participating in a region-wide P25 digitally encrypted radio system that is managed by the Peel Regional Police VCOM group. NICE recording systems are required to allow for connectivity to the Peel Regional Police's VCOM NICE Inform Matrix Hub server to allow the City access to their respective radio talk groups and associated recordings.

Prior to May 2012 Dictaphone appliances were used by MiWay Transit Dispatch, MiWay Call Centre and Mavis Dispatch Centre to record radio and phone communications. These Dictaphone recorders were an end of life product and subsequently replaced with NICE recording systems for both radio and telephone communications. The replacement was a sole sourced procurement with Wilmac Canada. Currently, NICE recording solutions are being leveraged to record radios and/or telephones used at 311 Call Centre, MiWay Transit Call Centre, MiWay Transit Dispatch, Corporate Security and the Mavis Dispatch Centre for the purpose of public safety and quality assurance. The system allows supervisory staff to playback both recorded telephones and radios in a single unified user interface.

## Comments

The current Wilmac Maintenance and Support Agreement (MSA) will expire on June 30, 2017. It is recommended that the Wilmac contract be renewed to ensure that the City continues to keep our systems current and receive critical software updates and maintenance and support for the City's existing NICE recording systems.

The Purchasing Agent is seeking authority to renew the existing contract in the estimated amount of \$104,389 to accommodate for software maintenance and support. Also, additional spending authority not to exceed \$80,000 over the term of the agreement is requested to accommodate additional licenses, professional services, training, system modifications or

General Committee	2017/04/27	3
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module additions or upgrades where these projects are approved through the normal budget planning process.

### **Purchasing By-law Authorization**

The recommendation in this report is made in accordance with Schedule A of the Purchasing By-law #374-06, items 1(b)(xi) which states that a single source procurement method may be applied when, *“a need exists for compatibility with, or for the maintenance and support of a City Standard and there are no reasonable alternatives, substitutes, or accommodations”*; and (a) (iii), wherein it states that *“the Goods and/or Services are only available from one supplier by reason of; the existence of exclusive rights such as patent, copyright or license”*.

The Statement of Work to establish the operating model for the for the supply of application licenses, software maintenance and support with associated professional services to support the City's NICE Radio and Phone recording systems as well as the renewal of, the existing contract for an additional three years is attached as Appendix 1 – Statement of Work.

Transportation and Works, Information Technology, Legal Services and Materiel Management staff are collaborating to establish the detailed requirements, negotiate the final arrangements and prepare the requisite forms including the contract agreements.

### **Financial Impact**

The City's maintenance costs for each of years three (2017 – 2020) with two optional years (2021 – 2022) will be funded through Information Technology annual maintenance budget, subject to Council approval.

Wilmac Company of Canada will commit to maintenance and support cost for three years at a fixed cost of \$20,504 per year. The annual maintenance fee for the optional years 2021 and 2022 will be subject to successive increases on an annual basis, not to exceed the Annual Escalation Cap, which is 6%.

Sufficient funding is in the IT Maintenance Operating Budget with future increases subject to budget approval.

### **Conclusion**

It is recommended that the City renew the contract with Wilmac Canada for a further three years for 2017 through 2020 plus two optional years for 2021 and 2022 on a single source basis for continued maintenance and support.

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**Attachments**

Appendix 1: Wilmac Canada ULC - Statement of Work



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Gary Kent, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Jeff Rowsell, Project Manager Information Technology

### **Wilmac Canada ULC - Statement of Work**

The following outlines the pricing negotiated and agreed to with Wilmac Canada ULC by staff from Material Management, Legal Services and Information Technology.

Contract Renewal for Procurement FA.49.374-12:

#### **System Enhancements and Professional Services Overview:**

- Upgrade from NICE Inform Essentials to NICE Inform Professional
- Upgrade and create N + 1 Active-Standby recording resilience for 40 Cisco VoIP channels across two virtual machine servers (VMs)
- Existing end-of-life NICE Recording express (NRX) Quality Management module will be replaced with NICE Inform Evaluator module
- Install new TEST/DEV environment on a virtual machine server with 5 channel licenses
- User training to be provided on the replacement NICE Inform Evaluator module

#### **Maintenance and Support:**

Wilmac Company of Canada will commit to maintenance and support cost for three years at a fixed cost of \$20,504 per year. The annual maintenance fee for the optional years 2020 and 2022 will be subject to successive increases on an annual basis, not to exceed the Annual Escalation Cap, which is 6%.

<b>Year</b>	<b>Cost (CDN\$)</b>
2017-2018 (year 1 maintenance & support)	20,505
2018-2019 (year 2 maintenance & support)	20,505
2019-2020 (year 3 maintenance & support)	20,505
2020-2021 (year 4 maintenance & support - optional extension)	21,120
2021-2022 (year 5 maintenance & support - optional extension)	21,754
<b>Total maintenance &amp; support – Five (5) years</b>	<b>104,389</b>
Equipment, licenses & professional services to provide system upgrade and server virtualization	36,433
Option for additional expansion and growth (additional channel and quality assurance licenses, modules, professional services and training)	45,000
<b>Total five (5) year cost with long term maintenance agreement</b>	<b>185,822</b>

**REPORT 4 Part 2 - 2017**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Heritage Advisory Committee presents part 2 of its fourth report for 2017 containing recommendations from the Committee's April 11, 2017 Meeting which were inadvertently omitted, and recommends:

HAC-0031-2017

That the Heritage Advisory Committee Strategic Planning Sessions Outcomes from February 14, 2017 and March 7, 2017, be approved.

(HAC-0031-2017)

HAC-0032-2017

That the Memorandum dated March 16, 2017 from P. Wubbenhorst, Senior Heritage Coordinator, entitled *Demolition of 2000 Stavebank Road*, including Appendix 1: Cultural Heritage Evaluation Report, and Appendix 2: Ministry Info Sheet, be received for information.

(HAC-0032-2017)

**REPORT 3-2017**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Environmental Action Committee presents its third report for 2017 and recommends:

EAC-0010-2017

1. That the deputation and associated presentation by Victoria Kramkowski, Stormwater Charge Program Coordinator with respect to Enhanced Stormwater Education and Outreach program be received;
2. That Council approve to have the Stormwater staff create a Twitter account for the education and outreach on social media regarding Stormwater.

(EAC-0010-2017)

EAC-0011-2017

That the deputation and associated presentation by Pauline Craig, Active Transportation Coordinator/Project Lead with respect to the Cycling Master Plan Update be received.

(EAC-0011-2017)

EAC-0012-2017

That the deputation and associated presentation by Andrew Miller, Strategic Leader Dundas Connects, regarding the Dundas Connects project be received.

(EAC-0012-2017)

EAC-0013-2017

That the deputation by Erica Edwards, Manager of Purchasing with respect to and update on the Sustainable Procurement Policy be received.

(EAC-0013-2017)

EAC-0014-2017

That the deputation by Andrea J. McLeod with respect to the upcoming September Earth Market be received.

(EAC-0014-2017)

EAC-0015-2017

That the deputation and associated presentation by Julius Lindsay, Community Energy Specialist with respect to the Cap and Trade approach be received.

(EAC-0015-2017)

EAC-0016-2017

That the Environmental Action Committee (EAC) has selected and will approach Sawmill Sid Inc. to appoint a representative to EAC as a Community Environmental Group Member.

(EAC-0016-2017)

EAC-0017-2017

That the Environmental Action Committee Work Plan be received for information.

(EAC-0017-2017)

EAC-0018-2017

That the EAC Environmental Actions Summary be received for information.

(EAC-0018-2017)



**REPORT 1 - 2017**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Council Subcommittee of Towing presents its first report for 2017 and recommends:

CSOT-0001-2017

That the deputation by Lawrence Gold, Ontario Government Appointed Bailiff regarding mobile telemetrics/GPS technology and the current status of Bill 15 be received.

(CSOT-0001-2017)

CSOT-0002-20176

1. That the report from the Commissioner of Transportation and Works dated April 17, 2017 entitled "Reducing the Number of Vehicle Pound Facilities" be received for information.
2. That staff provide a supplementary report on the state of all Vehicle Pound Facilities (VPF) in six months, which will include all compliance and non-compliance with all by-laws.
3. That the Business Licensing By-law 1-06, as amended, be amended to include the requirements of the "*Repair and Storage Liens Act*" namely setting requirements for a mandatory 15 day storage notification to the registered vehicle owner and ensuring fair value for storage.

(CSOT-0002-20176)

CSOT-0003-2017

That the letter dated March 21, 2017 from Daniel Sanderson, Prvincial Director, NAAAP Towing regarding the City of Mississauga authority to regulate tow trucks be received.

(CSOT-0003-2017)

CSOT-0004-2017

That the letter dated October 19, 2016 from Dary Neinstein, Q.C. regarding the North American auto accident pictures be received.

(CSOT-0004-2017)

**REPORT 5 - 2017**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Heritage Advisory Committee presents its fifth report for 2017 and recommends:

**HAC-0033-2017**

1. That the deputations from Jane Burgess, Stevens Burgess Architects Ltd., and David McComb, President and CEO, Edenshaw Developments, be received.
2. That the property at 21 Park Street East, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process.
3. That development applications be brought back to a future Heritage Advisory Committee Meeting with staff comments.

(HAC-0033-2017)

**HAC-0034-2017**

That the request to alter the property at 7059 Second Line West, as described below, and in the attached drawings be approved, as amended, with the following conditions:

- (a) That the original stair, baluster, and column wood materials be salvaged for reuse.
- (b) That if any changes result from other City review and approval requirements, such as but not limited to building permit, committee of adjustment or site plan approval, a new heritage permit application will be required. The applicant is required to contact Heritage Planning at that time to review the changes prior to obtaining other approvals and commencing construction.

(HAC-0034-2017)

**HAC-0035-2017**

That the alterations and addition as depicted in the updated attached drawings for the property and building at 264 Queen Street South, which is designated under Part IV of the Ontario Heritage Act, be approved.

(HAC-0035-2017)

**HAC-0036-2017**

That the proposal for the conservation of windows and doors as well as selected repair and replacement of the existing board and batten, soffit fascia, as depicted in the appendix to this report be approved for the Benares Museum's Barn building and installation of a French drain around the potting shed building at 1507 Clarkson Road North, which is designated under Part IV of the Ontario Heritage Act.

(HAC-0036-2017)

**HAC-0037-2017**

That the request to alter the property at 1059 Old Derry Road, as described in the Corporate Report dated April 13, 2017 from the Commissioner of Community Services, be approved.  
(HAC-0037-2017)

**HAC-0038-2017**

That the property at 2326 Mississauga Road, which is listed on the City of Mississauga's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process.  
(HAC-0038-2017)

**HAC-0039-2017**

That the property at 191 Donnelly Drive, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process.  
(HAC-0039-2017)

**HAC-0040-2017**

1. That the Memorandum dated May 2, 2017 from Paula Wubbenhorst, Senior Heritage Coordinator, be received.
2. That the option to remove all properties from the Mineola Cultural Landscape without review, save for those abutting the Credit River (which are part of the Credit River Corridor Cultural Landscape), those abutting Stavebank Road, designated properties (including those protected with a notice of intent to designate), and those individually listed on the Heritage Register as shown in Appendix 2 of the Memorandum dated May 2, 2017 from Paula Wubbenhorst, Senior Heritage Coordinator, be approved.

(HAC-0040-2017)

**HAC-0041-2017**

1. That the Heritage Property Grant Program requests as outlined in the corporate report dated April 4, 2017, from the Commissioner of Community Services entitled "2017 Designated Heritage Property Grants", be approved.
2. That staff be directed to report back to the Heritage Advisory Committee with respect to a review of the Heritage Property Grant Program criteria.

(HAC-0041-2017)

**HAC-0042-2017**

That the Report from the Meadowvale Village Heritage Conservation District Advisory Sub-Committee Meeting held on April 4, 2017 be received, and that the following Recommendations contained there-in be approved:

**MVHCDA-001/2017**

That the request to alter the property at 1059 Old Derry Road be approved, as described in the Memorandum dated March 29, 2017 from Paula Wubbenhorst, Senior Heritage Coordinator, Culture Division.

**MVCHDA-002/2017**

That the request to alter the property at 7059 Second Line West be approved with the following conditions:

- a. That the proposed driveway be revised to reflect a reduction in driveway width to 4 metres, or 3 metres flanked with a sidewalk flush with the paving material of the driveway;
- b. That permeable materials are supported for the driveway and flanking sidewalk;
- c. That if any changes result from other City review and approval requirements, such as, but not limited to, building permit, committee of adjustment or site plan approval, a new heritage permit application will be required. The applicant is required to contact heritage planning at that time to review the changes prior to obtaining other approvals and commencing construction.

(HAC-0042-2017)

HAC-0043-2017

That staff be directed to prepare a report for the July Heritage Advisory Committee meeting providing:

- (a) a post evaluation of Clarkson Corners;
- (b) a review of the heritage permit process.

(HAC-0043-2017)

**REPORT 5 - 2017**

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

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

MCAC-0016-2017

That the deputation by Andrew Miller, Strategic Leader regarding Dundas Connects be received for information.

(MCAC-0016-2017)

MCAC-0017-2017

That the Mississauga Cycling Advisory Committee (MCAC) enter into an agreement with CCN for the 2017 Community Ride registration system and that a fee of up to \$1,500.00 be allocated from the 2017 MCAC budget.

(MCAC-0017-2017)

MCAC-0018-2017

That the verbal update from Barbara Hazel Tabuno, Citizen Member of the Mississauga Cycling Advisory Committee (MCAC) advising her resignation from MCAC be received.

(MCAC-0018-2017)