
General Committee

Date: October 7, 2020
Time: 9:30 AM
Location: Council Chambers, Civic Centre, 2nd Floor
300 City Centre Drive, Mississauga, Ontario, L5B 3C1
And Online Video Conference

Members

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

Participate Virtually and in Person

Advance registration is required to participate in person and/or to make comments in the virtual public meeting.

Any member of the public interested in speaking to an item listed on the agenda or interested in attending in person must register at megan.piercey@mississauga.ca by Monday, October 5, 2020 before 4:00 PM.

Residents without access to the internet, via computer, smartphone or tablet, can participate and/or make comment in the meeting via telephone. To register, please call Megan Piercey 905-615-3200 ext 4915 no later than Monday, October 5, 2020 before 4:00 PM.

Comments submitted will be considered as public information and entered into public record.

Contact

Megan Piercey, Legislative Coordinator, Legislative Services
905-615-3200 ext. 4915
Email: megan.piercey@mississauga.ca

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1. **CALL TO ORDER**

2. **APPROVAL OF AGENDA**

3. **DECLARATION OF CONFLICT OF INTEREST**

4. **PRESENTATIONS - Nil**

5. **DEPUTATIONS**

5.1 Demetrius Nath, Resident to speak regarding Mississauga Music's project for Mississauga Food Bank

5.2 Robin Das, Resident to speak regarding speed humps on Montevideo Road (Ward 9)

5.3 Item 9.4 Connie Mesih, Director, Revenue and Material Management

6. **PUBLIC QUESTION PERIOD - 15 Minute Limit**

Advance registration is required to participate in person and/or to make comments in the virtual public meeting.

Any member of the public interested in speaking to an item listed on the agenda or interested in attending in person must register at megan.piercey@mississauga.ca by Monday, October 5, 2020 before 4:00 PM.

7. **MATTERS PERTAINING TO COVID-19**

8. **CONSENT AGENDA**

9. **MATTERS TO BE CONSIDERED**

9.1 MiWay 2020 Hydrogen Fuel Cell Electric Bus Update

9.2 2019 Parking Pilot Project – Information Report (Ward 10)

9.3 Cost Sharing Agreement - Branding, Marketing and Launch Events for the Hurontario Light Rail Transit Project

9.4 Low-Income Seniors Financial Assistance Update

10. **ADVISORY COMMITTEE REPORTS**

10.1 Accessibility Advisory Committee Report 1 - 2020 - September 21, 2020

10.2 Heritage Advisory Committee Report 4 - 2020 - September 22, 2020

10.3 Governance Committee Report 2 - 2020 - September 28, 2020

10.4 Road Safety Committee Report 3 - 2020 - September 29, 2020

11. MATTERS PERTAINING TO REGION OF PEEL COUNCIL

12. COUNCILLORS' ENQUIRIES

13. OTHER BUSINESS/ANNOUNCEMENTS

14. CLOSED SESSION

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

14.1 A trade secret or scientific, technical, commercial, financial or labour relations information, supplied in confidence to the municipality or local board:

Contract Award for the Supply and Delivery of Prepackaged Food and Beverage Products and Equipment Including a Sponsorship and Advertising Program Procurement No. PRC002244

15. ADJOURNMENT

City of Mississauga
Corporate Report



<p>Date: September 22, 2020</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works</p>	<p>Meeting date: October 7, 2020</p>

Subject

MiWay 2020 Hydrogen Fuel Cell Electric Bus Update

Recommendation

1. That the report "MiWay 2020 Hydrogen Fuel Cell Electric Bus Update" dated September 22, 2020 from the Commissioner of Transportation and Works be received.
2. That General Committee authorize City staff to engage with CUTRIC to restart the hydrogen fuel cell electric bus pilot project.
3. That the City staff request to participate in the Fuel Cell Electric Bus (FCEB) feasibility study, be approved.

Report Highlights

- MiWay, in partnership with CUTRIC, is exploring options to revive the Pan-Canadian Hydrogen Fuel Cell Demonstration and Integration Trial. The project's lifecycle will follow the same lifecycle of a typical bus, which is assumed to be 12 years.
- There are currently no dedicated hydrogen fuel cell electric bus pilots in Canada.
- The project will be coordinated in two high-level phases. **Phase 1** will be a feasibility study to understand local hydrogen fuel supply and storage, vehicle design and implementation logistics as well as statutory and regulatory requirements, economic and financial viability, and GHG reduction opportunities. **Phase 2** will involve CUTRIC working with the City and Provincial and Federal governments to secure the required funding for the project.
- Natural Resources Canada is developing a comprehensive strategy for hydrogen, which is expected to be released in 2020. The federal government has shared preliminary recommendations that include, but are not limited to, building strategic partnerships, developing new policies and regulations, providing investments in hydrogen pilots, and identifying high priority transit agencies and infrastructure deployments within each region to create regional hubs. Mississauga is well suited to become a hydrogen leader for our region.
- For Phase 2, a turn-key solution must be available, where the maintenance of the fueling

station, fuel delivery, and hydrogen-specific components of the bus are covered by a third-party vendor. The hydrogen buses will likely be operating out of the outdoor Malton garage, where infrastructure upgrades will be required.

Background

The purpose of this report is to provide an update to the “Fuel Cell Electric Bus Trial (Canadian Urban Transit Research and Innovation Consortium – CUTRIC)” report that was presented to Budget Committee on June 27, 2018. Since this report, there has been some advancement in the Fuel Cell Electric Bus (FCEB) landscape and Council-approved CUTRIC Pan-Canadian Hydrogen Fuel Cell Demonstration and Integration Trial.

In 2018, MiWay received Council approval to conduct a small scale hydrogen FCEB pilot. This project stalled due to the Provincial decision to cancel the Municipal Greenhouse Gas Challenge Fund and the Cap and Trade program, where \$4 million was allocated directly to this project. At the same time, the authorization to participate in this project was also subject to a project agreement with CRH Canada Group Inc. (CRH) for the supply and distribution of electrolyzed hydrogen fuel to MiWay facilities. CRH withdrew from the proposal due to the elimination of the Cap and Trade program, as offsets provided through that program were critical to the viability of the project for them. However, emerging legislation may revive CRH's interest in this project. For example, the forthcoming introduction of the Clean Fuel Standard may provide CRH with significant incentives to reduce its GHG emissions via hydrogen fuel production. When CRH dropped out of the pilot, not only did MiWay lose its source of hydrogen, but also the location for a hydrogen fueling station which was to be located at the CRH ready mix plant adjacent to the Central Parkway Transit Garage. MiWay has no space at Central Parkway for a fueling station on-site so a revived project would have to be located at our Malton satellite which means outdoor storage of buses.

MiWay is still a member of the CUTRIC Hydrogen Fuel Cell working group and is still working on the logistics and funding models with all stakeholders involved to revive the FCEB pilot project.

Present Status

There are currently no dedicated hydrogen fuel cell electric bus pilots in Canada. Indeed, there are few FCEBs operating in North America (see **Figure 1**). It is therefore difficult, if not impossible, to know how a FCEB would operate in MiWay's fleet, particularly with the winter climate conditions. A pilot project is therefore important and necessary for MiWay to examine the feasibility of introducing this low carbon technology into its fleet on a larger scale to meet the City's climate change targets. This hydrogen FCEB trial would be the first of this magnitude in Canada.

Note that there are many transit agencies that are currently conducting small scale *battery-electric bus (BEB)* trials. Through its membership in CUTRIC, MiWay will have access to the data from these pilots and will be able to apply any lessons learned to its own fleet. A FCEB pilot would therefore provide MiWay with the data necessary to determine a path forward (hydrogen or battery electric or a combination), as well as assist other Canadian transit providers with information they can use for their own fleets.

Figure 1: Global Hydrogen Fuel Cell Electric Bus Landscape (Credit: Ballard Blog, 2020)



As per the [Climate Change Action Plan \(CCAP\)](#) that was approved by Council in December 2019, MiWay is committed to helping the City reach its target of reducing Greenhouse Gas (GHG) emissions 40% by 2030. MiWay's GHG emissions account for roughly 70% of the City's total emissions. In order to meet the City's GHG target, MiWay cannot purchase any conventional diesel buses moving forward, and will be required to purchase hybrid-electric and electric buses with little to no emissions. The decarbonisation of the MiWay bus fleet needs to be a focal point in order to achieve the CCAP targets and for long-term strategic transformation.

MiWay is exploring both battery-electric and hydrogen electric opportunities for its bus fleet. Currently, MiWay is undertaking a Transit Electrification Study that will help inform BEB conversion opportunities. The study, which is expected to be completed by February 2021, aims to achieve three key objectives: (1) understand electric fleet capabilities; (2) identify electric fleet support and charging requirements; and (3) identify a garage phasing strategy. It is important to note that the scope of this study excludes hydrogen fuel cell electrification and is focused solely on BEBs. Therefore, a hydrogen fuel cell electrification feasibility study is required before deploying a pilot program. With both the Transit Electrification Study and the FCEB trial, MiWay

will better understand the pros and cons of both technologies. In theory, FCEBs are likely a better option for longer duration routes as they are lighter, can carry enough fuel, and can be refueled in a time comparable to diesel. Conversely, BEBs require regular on-route charging, or expensive and heavy batteries that take a long time to charge.

Comments

Hydrogen Fuel Cell Electric Bus Pilot Proposal

MiWay, in partnership with CUTRIC, are exploring options to revive the Pan-Canadian Hydrogen Fuel Cell Demonstration and Integration Trial. The project's lifecycle will follow the same lifecycle of a typical bus, which is assumed to be 12 years at a minimum. The project will be coordinated in two high-level phases.

Phase 1 – a feasibility study will be carried out to understand local hydrogen fuel supply and storage, vehicle design and implementation logistics as well as statutory and regulatory requirements (e.g. Clean Fuel Standards), economic and financial viability (including carbon pricing mechanisms), and GHG reduction opportunities. More specifically, the initial scope of the feasibility study will include the following:

- Conduct full fleet, block-based or vehicle-based modelling;
- Compare the total cost of ownership of FCEBs and diesel/biodiesel buses, considering the total cost of hydrogen fuel and the aggregate cost of the requisite number of FCEBs, along with fuelling infrastructure costs for MiWay;
- Analyze GHG emissions reductions by replacing diesel/biodiesel buses with FCEBs at MiWay, considering a well-to-wheel approach for all sources of fuel (steam methane reforming and electrolytic hydrogen);
- Assess current bus schedules and MiWay's fleet to optimize hydrogen fuelling times, considering MiWay's garage locations;
- Develop a fleet electrification roadmap using hydrogen fuel cell technology, with short term and long term recommendations on pathways toward zero-emissions. Minimize operational impacts and find the least costly solution based on energy consumption, fuel supply chains and the capital costs of infrastructure required;
- Modelling two (2) routes for two (2) models of electric low speed automated shuttles that have routes less than 3 kilometres in length (potentially on a dedicated laneway). The scope of this task is a federal funding requirement; and
- An analysis of the draft Clean Fuel Standard federal regulations and the opportunities it may create to stimulate a hydrogen economy.

The estimated cost of the feasibility study is up to \$175,000. To fund the feasibility study, CUTRIC is covering 75% of the costs, while the City of Mississauga would cover 25% of the

costs. The study will also provide the necessary information to support any application to provincial and federal governments for Phase 2 funding.

Phase 2 – CUTRIC and the City will request funding from the federal and/or provincial governments to implement the project. The estimated cost of the project is based on current costs and a funding contribution from the City. Requesting funding is timely given the pending launch of Natural Resources Canada's (NRCan) comprehensive strategy for hydrogen. As part of the strategy, the federal government has shared preliminary recommendations that include, but are not limited to, building strategic partnerships, developing new policies and regulations, providing investments in hydrogen pilots, and identifying high priority transit agencies and infrastructure deployments within each region to create regional hubs. Mississauga is well suited to become a hydrogen leader for our region.

CUTRIC has been engaged with many potential project partners and key stakeholders that would play a role in creating a hydrogen ecosystem (e.g. hydrogen fuel suppliers, bus manufacturers, battery technology companies) over the last few years which include, but are not limited to, Alectra, Enbridge, Emerald Energy, Carlsun-7GFUEL, academic institutions, Ballard, Hydrogenics and New Flyer. Mississauga's predominant company in this sector is Hydrogenics, who was acquired by Cummins in September 2019. The Cummins' Mississauga facility is now their Centre of Excellence for hydrogen fuel cell power module and PEM electrolyzer research and development and production. Having a Centre of Excellence for a global company like Cummins is an extremely valuable asset to the City. Cummins' Mississauga location is renowned for its hydrogen fuel cell expertise with more than 150 high-quality jobs including several PhD employees, process and electrical engineering, research and development roles. Cummins has a significant real estate footprint in Mississauga and is expected to have continued growth in the future. In addition, Cummins has a significant and positive economic impact on the local supply chain. They currently work with 50 local machine and fabrication shops in the GTA, many of them in Mississauga. As Cummins continues to bring more of its component manufacturing in-house, they will continue to grow and scale their hydrogen product portfolio manufacturing for customers all over the world. As a result, this increased manufacturing will provide more business opportunities within Cummins and for local companies to supply Cummins with components and products.

Recently, Hydrogenics and Enbridge have partnered to deliver utility-scale energy storage in Ontario and may be a potential source of hydrogen fuel for the pilot project. This would allow local Mississauga technology and innovation companies the opportunity to support this initiative, and potentially play a role in this space moving forward. The success of the project will require a coordinated effort from all partners and all levels of government.

Subject to approval from Council, CUTRIC will carry out the scope of Phase 1 – Feasibility Study. After that, CUTRIC and the City will work on a funding application to the federal and/or provincial governments for Phase 2.

Benefits of Hydrogen Fuel Cell Electric Bus Pilot Project

There are a number of benefits to FCEBs, as well as the proposed pilot. In regards to FCEBs, some of their benefits include producing little to no GHG emissions, are simpler to maintain as there is no engine or transmission and fewer moving parts, produce less noise pollution, have better driveability, and are better for our residents' health.

As for the pilot, there will be additional benefits, including:

- Validation of performance of hydrogen fuel cell electric bus technology.
- Developing staff capacity for fleet planning, operating procedure and protocols, training, and maintenance.
- Maximizing access to external grant funding available to municipalities for GHG reduction initiatives.
- Achieving immediate and significant GHG reductions associated with transitioning from diesel to hydrogen propulsion – up to 120 tonnes of carbon dioxide (CO₂) per bus per year. A zero-emission bus will eliminate an estimated 1,440 tonnes of CO₂ over its 12-year lifespan, which is equivalent to taking 308 cars off the road. In addition, a zero-emission transit bus eliminates approximately 9 tonnes of nitrogen oxides and 150 kilograms of particulate matter over the life of the vehicle, thereby improving air quality.
- Showcasing corporate commitment to a zero-emission future and leveraging transformative technologies to meet CCAP targets.
- Allows for increased renewable energy use. (i.e. NRCan has identified EV-drive integration as enabling increased system flexibility and renewable energy penetration.)
- Other transit agencies across North America will learn and benefit from our experience, similar to how MiWay is currently learning about the battery-electric bus trials in Canada such as Toronto Transit Commission, Brampton, York Region Transit, Kingston, Guelph, Oakville, TransLink, Edmonton, and many others.

Challenges & Risks Addressed Through the FCEB Pilot Project

There are a number of potential challenges that could arise when operating FCEBs in MiWay's fleet, which we anticipate will be resolved during the pilot. There are also a number of risks that MiWay has recognized and should be able to manage effectively:

- A turn-key solution is required, where a third-party vendor would maintain the propulsion-related components, while MiWay would maintain standard bus components.

The turn-key solution will be required for the operation and maintenance of the hydrogen fuel cell components, fueling station, and fuel delivery and production.

- MiWay will need to understand where the hydrogen fuel is sourced. MiWay is not considering producing hydrogen on-site during the pilot stage therefore the fuel must be transported to MiWay facilities. It is vital that the hydrogen source is near-by as the hydrogen fuel will most likely be transported via trucks which produce GHG emissions during the delivery process.
- Storage and operation of hydrogen buses must be done at the outdoor Malton location. MiWay does not have physical space at the garage for onsite production of electrolyzed hydrogen.
- MiWay will need to upgrade the maintenance facility to accommodate these buses due to height restrictions and hydrogen related fire codes.
- With current fuel cell technology used in North America, MiWay will need to “plug in” their FCEB’s to an external power supply in the winter months to avoid fuel cell freeze up if ambient temperatures are below 0°C. There is a fuel cell in development that self-manages the moisture within the fuel cell stack and avoids freezing up to -25°C, however this fuel cell may not be available in the near future.
- New Flyer is the only Canadian company that manufactures hydrogen buses. From a competitive procurement perspective, MiWay will be forced to conduct the FCEB pilot with only New Flyer buses and specific fuel cells to meet operational requirements. Additional project components such as fuel production, hydrogen transportation, hydrogen fueling station and maintenance and support contracts may also have to be sole sourced for the pilot.

Minimum Viable Project Requirements

In order for MiWay to be able to participate in this project, the minimum viable project requirements must be understood and carried out:

- A turn-key solution must be available, where the maintenance of the fueling station and hydrogen-related components of the buses are delivered by a third-party vendor.
- Considering lack of space at the Central Parkway garage, a fueling station and dispenser must be installed at the outdoor Malton facility. This will include upgrading the existing facility to accommodate hydrogen buses. MiWay staff will be able to fuel buses with minimal training needed.
- CUTRIC must work with the City to secure provincial and federal funding for all phases of the project.
- Incremental operating costs including facilities, buses, fueling station, fuel, and fuel transportation must be funded through the capital project. The hydrogen fuel must also be delivered under contract.

- Given that there is currently no competitive market for hydrogen buses, MiWay must have the ability to sole source the buses including the fuel cell and hydrogen fuel contract. Other project components may also have to be sole sourced.

Strategic Plan

The introduction of FCEBs contributes to two strategic goals: **Move** (Develop Environmental Responsibility) and **Green** (Lead and Encourage Environmentally Responsible Approaches).

Mississauga has been proactive in sustainability and climate change governance for over two decades. This includes joining the FCM Partners for Climate Protection program in 1999, integrating climate change and environmental considerations into the City's Strategic Plan in 2009, developing the City's Living Green Master Plan, integrating climate change considerations into its Official Plan in 2012, and becoming a signatory to the Global Covenant of Mayors for Climate and Energy (coalition of 10,000 Cities) in 2017.

Financial Impact

A FCEB pilot project mitigates risk with an emerging technology and is likely the most cost effective approach for understanding how hydrogen bus technologies will integrate into MiWay's large conventional fleet.

For Phase 1, Funding of up to \$43,750 (25% of the feasibility study) will be provided through existing operating funding from MiWay and the Environment Section.

For Phase 2, only high-level cost estimates are available at this time. Mississauga's participation in the CUTRIC trial would be contingent on finding a way to operate buses at its Malton garage, securing funding from the provincial and/or federal government, and Council approval.

Subject to Council's approval for the City to participate, CUTRIC will coordinate efforts to obtain federal and/or provincial funding after Phase 1 has completed, which broadly includes the cost of the FCEBs, cost of hydrogen fuel for 12 years, and required infrastructure and support contracts. Shown in the tables below are the estimated capital and operating costs for the FCEB pilot project, which are subject to refinement as the Phase 1 – Feasibility Study will provide more accurate costs. MiWay has directed CUTRIC to stay clear of ICIP or Gas Tax funds for the hydrogen fuel cell electric bus pilot project, and to seek a different funding source. As with the 2018 proposal, the City's contribution to the project would remain the capital cost of (10) diesel buses and the equivalent operating costs of the diesel fuel and maintenance of diesel components on the buses for the 12 year life.

Estimated Capital Costs	Value (\$)
Phase 1 - Feasibility Study	\$175,000
(10) 40' Hydrogen Buses (Premium over the cost of a Diesel Bus)	\$11,000,000
MiWay Facility Modifications	\$601,000
Compression, Storage, Dispensing (CSD) at MiWay (600kg of storage)	\$2,300,000
Tube Trailer & Tractor	\$3,000,000
Total:	\$17,076,000

Estimated Operating Costs	Value (\$)
CUTRIC Program Management & Data Analysis Consulting Fees	\$350,000
Hydrogen Fuel (Premium over cost of Diesel fuel)	\$7,097,181
Maintenance of Fuel Cell Buses (Premium over the cost of a Diesel Bus)	\$2,742,384
Total:	\$10,189,565

Conclusion

City staff believes that it may be possible to revive the Pan-Canadian Hydrogen Fuel Cell Demonstration and Integration Trial in partnership with CUTRIC. The City's commitments are similar to the original pilot program although some of the potential partners have changed. The entire pilot is subject to funding from higher levels of government but CUTRIC believes there may be opportunities to put the City and MiWay at the centre of the hydrogen economy in Canada. Participation in a Phase 1 feasibility study involves minimal commitments and would inform our further participation and define the proposal further. Staff seeks Council endorsement to continue to work with CUTRIC and permission to participate in the Phase 1 feasibility study.



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

Prepared by: Geoff Marinoff, P.Eng., Director, Transit

City of Mississauga
Corporate Report



<p>Date: September 22, 2020</p> <p>To: Chair and Members of General Committee</p> <p>From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works</p>	<p>Originator's files: MG.23.REP RT.10.Z-56/57</p>
	<p>Meeting date: October 7, 2020</p>

Subject

2019 Parking Pilot Project – Information Report (Ward 10)

Recommendation

1. That the report of the Commissioner of Transportation and Works, dated June 12, 2020 and entitled “2019 Parking Pilot Project – Information Report (Ward 10)” be received for information.
2. That staff be directed to bring forward a Budget Request as part of the 2022 Business Planning and Budget process outlining a plan to roll out parking prohibitions on one-side of narrow local residential roads for the balance of Ward 10 and remaining City Wards, in a phased approach, to facilitate more effective winter maintenance on narrow local roads.

Background

The City of Mississauga is responsible for snow clearing on City roads. Every winter season, the Transportation and Works Department faces challenges with its winter maintenance operation, particularly on local residential roadways. When parking is utilized on both sides of narrow local roads during winter weather events, the ability to access these roads with winter maintenance equipment is severely hindered and in many cases passage is completely restricted.

In order to address disruption of the City's winter maintenance operation caused by on-street parking during snow events and to address other on-going parking concerns, a Parking Pilot Project was initiated by the Ward 10 Councillor in cooperation with the Transportation and Works Department for Z areas 56 and 57 within Ward 10 boundaries. Location maps are attached as Appendices 1 and 2. The project was implemented in four Phases:

Phase 1: Proactive parking enforcement and towing was implemented during 2018/2019 winter maintenance season from November 18, 2018 to March 19, 2019;

Phase 2: Parking prohibitions were implemented on one side of local residential roads identified by the Transportation and Works Department and through resident's parking concerns;

Phase 3: Parking prohibitions were implemented on one side of local residential roads adjacent to high density housing (townhouses and semi-detached homes).

Phase 4: Proactive parking enforcement and towing continued during 2019/2020 winter maintenance season from November 1, 2019 to March 20, 2020.

Comments

This report provides consolidated information provided by the Enforcement, Traffic Management and Municipal Parking, and Works Operations and Maintenance Divisions of the Transportation and Works Department, related to the implementation of the Parking Pilot Project.

Parking Enforcement

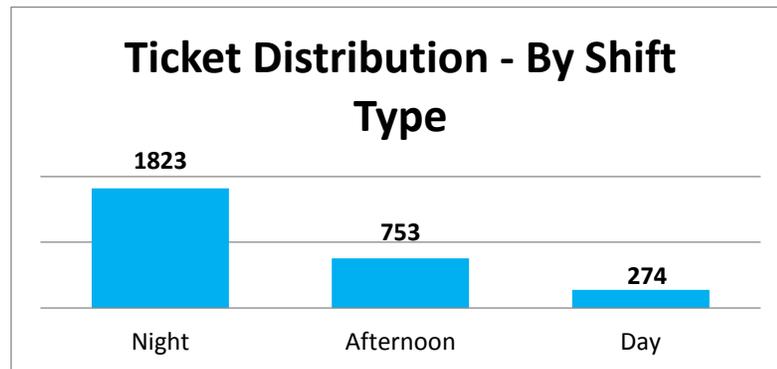
As per Phases 1 and 4 of the Pilot Project, Parking Enforcement ticketed illegally parked vehicles on a proactive basis during non-winter events and towed vehicles on a first-offence basis at the request of the Works Operations and Maintenance Division (WOM), during winter events.

The results of the enforcement effort resulted in a comparable number of penalty notices and parking considerations were issued in the two phases. It was noted in Phase 4 that residents complied with the installation of parking prohibitions on one side of identified local roads. Approximately 9% penalty notices were issued for prohibited parking areas. This percentage mirrors the City-wide issuance of prohibited parking penalty notices during the same period. Ticketing and towing occurred during all Significant Weather Events.

Enforcement Action	Phase 1	Phase 4
	Nov 18, 2018 – Mar 31, 2019	Nov 1, 2019 – Mar 20, 2020
Penalty Notices	2,901	2,850
Parking Considerations	5,103	4,960
Vehicles seizures ⁽¹⁾	25	4
Penalty notices issued in Zone 57	65%	68%

⁽¹⁾ Number of vehicle seizures cannot be compared as significant weather events fluctuated between 2018/19 – 2019/20 season and suspension of parking time limit offences occurred on March 20, 2020 due to the COVID-19 pandemic.

A breakdown of time of day parking infractions issued in Phase 4 indicates that residents' compliance with parking regulations decreases significantly during the Night period (11:00pm – 07:00am).



Resourcing

There was one (1) FTE dedicated to conduct proactive enforcement patrols throughout the pilot area (Zones 56 and 57). Officers conducted patrols for approximately 2.5 hours per shift (e.g. Day/Afternoon/Night).

In order to sustain this service level in Zones 56 and 57, one (1) dedicated FTE would be required to proactively patrol and conduct first offence towing. Full cost recovery would be achieved through projected Administrative Penalty System (APS) revenue.

To replicate these parking enforcement services in other City zones, proportional sized areas to FTE ratios would be required.

Signage Installation

Through Phases 2 and 3 of the Parking Pilot Project, staff planned and implemented parking prohibitions on one side of 129 streets in Ward 10. In total, there were 1,097 parking prohibition signs and 409 new wooden posts installed.

The project programming required two (2) FTE and one (1) student staff equivalent dedicated from Traffic Operations for six (6) months to plan, design and implement this project. This diversion of staff was significant and impacted the capacity to deal with other traffic issues.

To implement in the field, staff from Signs and Pavement Markings dedicated over 850 staff hours to the implementation of this project. The costs associated with staff hours, material, hardware and equipment exceeded \$130,000.

To expand the project to other areas of the City, proportional sized areas to FTE ratios would be required. A similar initiative or larger is too resource intensive to reasonably accommodate with normal staff resources.

Impact on Winter Maintenance Operation

Works Operations and Maintenance staff from Meadowvale Yard reported a significant reduction in instances of snow clearing equipment encountering parked cars on both sides of

local roadways within Ward 10. This resulted in improved response times and a reduction in instances of local roadways being left incomplete due to snow clearing equipment being unable to pass.

Works Operations and Maintenance staff strongly supports the initiative and deem it a success in assisting in maintaining service levels in response to winter storm events. As a result, Works Operations and Maintenance staff support the further expansion of this program.

Financial Impact

There are no financial impacts resulting from the recommendations in this report.

Conclusion

The Parking Pilot Project was successful in supporting snow removal operations but required a large effort to plan, execute and subsequently to enforce. Further expansion in Ward 10 or other areas of the City should be considered only when there is capacity to carry it out, including the planning, production and installation of the required signage. Proactive parking enforcement and towing will continue during the 2020/2021 winter maintenance season, within identified zones in Ward 10.

Given the current COVID-19 situation and its impact on the capacity to expand existing services, the Transportation and Works Department recommends that an expansion of this Project be captured as a new initiative and be considered as part of the 2022 Business Planning and Budget process.

Attachments

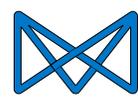
Appendix 1: Location Map – Parking Plan Z-56 (Ward 10)

Appendix 2: Location Map – Parking Plan Z-57 (Ward 10)

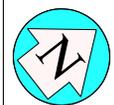


Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works

Prepared by: Ouliana Drobychevskaia, Traffic Operations Technologist



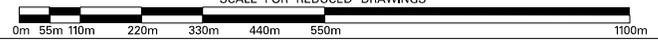
MISSISSAUGA



**Transportation and Works
Traffic Mgmt & Municipal Parking**

**Parking Plan Z-56 (Ward 10)
Phase 2 and 3**

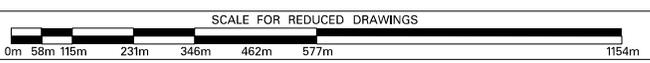
SCALE FOR REDUCED DRAWINGS





**Transportation and Works
Traffic Mgmt & Municipal Parking**

**Parking Plan Z-57 (Ward 10)
Phase 2 and 3**



City of Mississauga
Corporate Report



<p>Date: September 28, 2020</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works</p>	<p>Meeting date: October 7, 2020</p>

Subject

Cost Sharing Agreement - Branding, Marketing and Launch Events for the Hurontario Light Rail Transit Project

Recommendation

1. That the Corporate Report from the Commissioner of Transportation and Works dated September 28, 2020 entitled “Cost Sharing Agreement - Branding, Marketing and Launch Events for the Hurontario Light Rail Transit Project” be received.
2. That a by-law be enacted to authorize the City Manager or designate to execute a cost sharing agreement between The Corporation of the City of Mississauga and The Corporation of the City of Brampton for Branding, Marketing and Launch Events for the Hurontario Light Rail Transit Project, including any amending agreements and ancillary documents, in a form satisfactory to Legal Services.

Background

On April 21, 2015, the Ontario government announced a capital funding commitment for the Hurontario Light Rail Transit (HuLRT) project. Metrolinx is managing the implementation of project along with Infrastructure Ontario through their Alternative Financing and Procurement model. This procurement model includes the design, build, finance, operations and maintenance of the light rail system for a 30-year concession period. Furthermore, Metrolinx identified that they would ultimately retain ownership and control of the project assets. The Cities of Mississauga and Brampton (the “Cities”), and the Region of Peel, are active partners in HuLRT.

On October 21, 2019, Infrastructure Ontario and Metrolinx announced that Mobilinx, a consortium of local and international companies, had been awarded the contract for the HuLRT project. Major construction works by Mobilinx began in spring 2020. The HuLRT project has a completion date of fall 2024.

Metrolinx has committed to providing 100 per cent of the capital costs in addition to ongoing system lifecycle costs, while the municipalities would be responsible for funding operations and maintenance including managing day-to-day oversight, fare enforcement, safety/security of passengers, customer service and marketing of the service. This was established in a report titled, “Hurontario Light Rail Transit Project Update and Negotiating Project Agreements with Metrolinx”, dated June 10, 2019. In the report titled, “Hurontario Light Rail Transit Project Update,” dated July 8, 2020, the HuLRT Project Office indicated it would be embarking on a branding and marketing exercise with the City of Brampton to seek a consultant to support the development of the name, logo and branding and marketing strategies ahead of the launch of Hurontario LRT. The name and logo are foundational elements to this project that will be in use for at least 30 years, the length of the contract with Mobilinx. The project teams of both Cities will be bringing an option for approval by their Councils in the future.

Comments

The LRT will be a unique system – one that is owned by the province, and once operational, paid for by the Cities of Mississauga and Brampton - municipalities that already have their own distinct transit agencies and respective brands. The LRT will have to provide a seamless customer experience for transit users who already make this one of the busiest corridors for both transit agencies. As fares will be collected by the Cities, it is important to create an identity and experience that is engaging and not confusing as part of the customer experience. This exercise needs to begin in order to provide Metrolinx and Mobilinx with the deliverables to include in the implementation of the project in the upcoming years ahead of the anticipated completion in fall 2024.

The Cities intend to collaborate on a joint competitive procurement pursuant to a Co-operative Acquisition under the City’s Purchasing By-law 374-06 Section 20,(1)(b)(c) The City may participate with a Public Body in Co-operative Acquisition initiatives where it is in the best interest of the City to do so and where (b) operational costs would be contained or reduced; and (c) the Acquisition and Commitment are in substantial compliance with the provisions of this by-law: to select a Consultant to provide branding, marketing and launch events support for the LRT. Specifically, a joint team from the two Cities have created a scope of work that involves multiple phases over the remaining years of construction to support the creation of a single name for the system, logo, colour for mapping/placemaking and joint route number, as well as marketing and launch event strategies (the “Branding Works”) that would encourage ridership of the LRT. The Branding Works will fit within the ecosystem of MiWay, Brampton Transit and Metrolinx, as well as the infrastructure design provided by Mobilinx.

The Cities have agreed that the City of Brampton will initiate the procurement on behalf of the City of Mississauga.

Staff have determined that it would be appropriate to set out Mississauga’s and Brampton’s

respective funding obligations towards the Branding Works in a cost sharing agreement (the “Agreement”) between the Cities. The Cities are currently finalizing the terms of the Agreement, which will include the following:

- At the conclusion of the procurement, each City will execute individual Consultant contracts, which set out the terms for the payment and use of the Branding Works;
- The Cities will share equally (contribute 50 percent) the cost of the Branding Works; and
- The Cities will jointly own and have equal right to use the Branding Works.

This report is seeking Council authority to enter into the Agreement.

Financial Impact

The estimated cost for the scope of the Branding Works established by the two Cities spanning multiple years is up to \$600,000 inclusive of taxes, of which both parties shall equally contribute 50 percent or \$300,000. Funding is available in the City’s Hurontario LRT Project Office budget. As the Cities are collecting the fares generated from the LRT, it is important to create effective foundational components and a customer experience that encourages ridership.

Conclusion

In order to initiate the joint competitive procurement in collaboration with the City of Brampton, the Agreement must be executed between the City of Mississauga and the City of Brampton to set out the respective funding obligations for the Branding Works. This report is seeking Council approval to authorize the City Manager or designate to execute the Agreement.



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

Prepared by: Tim Lai, Manager, LRT Stakeholder Communications

City of Mississauga
Corporate Report



<p>Date: September 4, 2020</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Gary Kent, CPA, CGA, ICD.D, Commissioner of Corporate Services and Chief Financial Officer</p>	<p>Meeting date: October 7, 2020</p>

Subject

Low-Income Seniors Financial Assistance Update

Recommendation

That the report of the Commissioner of Corporate Services and Chief Financial Officer dated September 4, 2020 entitled "Low-Income Seniors Financial Assistance Update" be received for information.

Report Highlights

- The City offers financial assistance to low-income seniors through the stormwater charge and outdoor maintenance subsidies, the tax rebate, active assist, driveway windrow snow clearing, MiWay affordable transit and MiWay senior one dollar cash fare programs.
- Additional financial assistance is available through programs offered by the Region of Peel and through the Provincial and Federal governments.
- The City's property tax rebate program provides eligible low-income seniors and low-income persons with disabilities an annual property tax rebate, currently at \$436.
- The tax rebate is indexed annually by the blended tax rate impact.
- The income eligibility criteria for the tax rebate for seniors is being in receipt of the Guaranteed Income Supplement (GIS). This is also used for the Stormwater Charge Subsidy and the Outdoor Maintenance Subsidy.
- GIS is used by the majority of municipalities as criteria for income eligibility for low-income seniors rebate programs.
- GIS is the most efficient, confidential and cost effective means of confirming income eligibility.

Background

Following the deputation by a resident with the Mississauga Seniors Council on the 2020 Budget in relation to property taxes at the January 22, 2020 Council meeting, staff were requested to report back on assistance programs available to seniors including benchmarking with other municipalities and outreach to the seniors community.

Comments

Statistics Canada Low Income Status

Statistics Canada uses two measures to determine low income status:

1. Low Income Cut Off (LICO) are after-tax income thresholds below which a family will likely devote a larger share of their income on the necessities of food, shelter and clothing than the average family.
2. Low Income Measure (LIM) is a fixed percentage of median average household income, where household needs are taken into account.

LICO refers to an income threshold, defined using 1992 expenditure data, below which families or persons would likely have devoted a larger share of their after-tax income than average to the necessities of food, shelter and clothing. More specifically, the thresholds represented income levels at which these families or persons were expected to spend 20 percent or more of their after-tax income than average on food, shelter and clothing. These thresholds have been adjusted to current dollars using the all-items Consumer Price Index (CPI).

The LIM is based on the assumption that all persons in a household have low income if their adjusted household income falls below half of the median adjusted income. The household income is adjusted by an equivalence scale to take economies of scale into account. This adjustment for different household sizes reflects the fact that a household's needs increase, but at a decreasing rate, as the number of members increases.

Data from the 2016 Census indicates that approximately 14 percent of the population in Mississauga is age of 65 and older and slightly less than 2 percent is age 85 and older. Based on LICO, approximately 7.5 percent of residents age 65 and older are considered low income, and based on LIM, approximately 11.8 percent of residents age 65 and older are considered low income. Data from the 2016 Census housing data indicates that approximately 42 percent of residents age 65 and older own their home. This is at all income levels; we cannot estimate how many seniors that own their homes are also low-income.

Financial Assistance

There are a number of financial assistance programs offered by the City. These include the property tax rebate program, the stormwater charge and outdoor maintenance subsidies and the active assist, driveway windrow snow clearing, MiWay affordable transit and MiWay senior

one dollar cash fare programs. Financial assistance is also provided by the Region of Peel and by the Provincial and Federal governments.

The annual property tax rebate is available to low income seniors (65+ years) or low income persons with disabilities who own and live in their own home and meet the program criteria. The income criteria for seniors is receiving benefits under the Guaranteed Income Supplement (GIS) Program and the income criteria for persons with disabilities is receiving benefits under the Ontario Disability Support Program (ODSP). The property tax rebate is increased annually by the blended tax rate impact; this is the tax impact for both the City and Region budget increases. The amount for 2020 is \$436. Residents who qualify for the tax rebate program automatically qualify for the stormwater charge subsidy.

The outdoor maintenance program provides a subsidy of up to \$350 for costs incurred by an eligible resident for outdoor maintenance services provided on their property. Outdoor maintenance means garden work, including the care of lawns, plants and trees, yard clean-up and snow removal. The income criteria for this program is the same as the tax rebate program.

Active Assist is a fee assistance program that provides residents living in a low income household the opportunity to participate in recreation and culture activities. As active assist is provided to households, the Statistics Canada low income cut offs are used to determine eligibility.

The driveway windrow snow clearing program helps residents by clearing space in the snow windrow at the end of their driveway. The program is offered to residents 65 years and older and persons with disabilities. The program is offered at no cost to eligible applicants who meet financial assistance criteria.

MiWay provides a one dollar cash fare for seniors during off-peak hours on weekdays and all day on weekends and holidays. MiWay also offers an affordable transit program where a resident earning an income below the LIM threshold may be eligible for a 50% discount on a PRESTO MiWay monthly pass. A limited number of discounted passes are available each year. This program is a partnership between MiWay and the Region of Peel.

Other financial assistance programs can be established as needed. As property taxes are highly regulated by provincial legislation, any assistance for property taxes is limited to the options available through current provincial legislation.

Income Thresholds

The income threshold for low income seniors for the property tax rebate, the stormwater subsidy and the yard maintenance subsidy programs is receipt of the Guaranteed Income Supplement (GIS). GIS is an income tested assistance program provided by the Federal Government to low income seniors and their gross income must fall below a threshold which is reviewed and

adjusted quarterly by the Canada Revenue Agency (CRA). The current gross income threshold is \$18,600 for an individual receiving a full OAS pension and \$24,576 for a couple when both are receiving a full OAS pension. The income threshold for the Tax Rebate Program is discretionary and can be adjusted to any other limit.

GIS is used as the income threshold since Service Canada can confirm an individual is in receipt of GIS through their social insurance number. It is the preferred method as it is an independent verification of the recipient's eligibility and is less costly to administer. If GIS was not to be used as the income threshold, verification that income levels meet the threshold criteria would have to be completed by staff. This would require the applicant to provide additional documentation such as their CRA Notice of Assessment. This would result in a lengthier and more costly administrative process and a more burdensome application process for seniors.

Other Municipal Tax Rebate Programs

Other municipalities were surveyed to identify tax rebates provided to low-income seniors in 2019. As indicated in the table below, the majority of municipalities use GIS as the income threshold.

Municipality	2019 Rebate Amount	Income Threshold	Number of Participants in 2019
Mississauga	\$423	GIS	1,661
Brampton	\$416	GIS	1,371
Caledon	\$490	GIS	205
Burlington	\$525	GIS	546
Halton Hills	\$500	GIS	131
Oakville	\$500	Combined income less than \$29,746	148
Brock	\$305	GIS	70
Oshawa	\$535	GIS	462
Pickering	\$330	GIS	212
Newmarket	\$311	GIS	133
Richmond Hill	\$400	GIS	900
Vaughan	\$377	GIS	2,028
Hamilton	\$194	Combined income less than \$36,100	3,161
Kingston	\$100	GIS	289
Sudbury	\$275	GIS	0
Thunder Bay	\$400	Receiving GIS and Combined income less than \$39,311	543

The annual grants vary from a low of \$100 to as much as \$535 with an average of \$380 for this sample of municipalities. As noted above the City's rebate is indexed annually, for 2019 the rebate was \$423 and has been increased to \$436 for 2020.

Section 319 of the *Municipal Act, 2001* provides the ability to single and upper-tier municipalities to offer tax deferrals for relief of financial hardship for low income seniors and low income persons with disabilities. The deferral is for all or part of the annual tax increase and creates a lien on title which deters property owners from applying for the deferrals. The *City of Mississauga Act, 1995* provides the City the ability to establish a by-law for an annual tax credit for low income property owners meeting the criteria set out in legislation and the credit becomes a lien on title with the lien discharged on full payment of the credit. Deferral programs also require additional administration as they need to be tracked for the life of the deferral. The lower-tier tax rebate programs offered in the Region of Peel since 2010 replaced the Regional tax deferral program and the City's tax credit program.

A few municipalities have implemented other discretionary programs through various sections of the *Municipal Act, 2001* to offer full property tax deferral programs for low-income seniors and/or partial tax deferral programs for low income property owners under 65. Examples of the full tax deferral are the Region of Halton and the City of Ottawa; examples of a partial deferral are the City of Toronto and the Region of York. The City of Hamilton currently has a three year pilot program for a full tax deferral that started in 2018. The City of Toronto also offers a tax increase cancellation program, the income criteria for the cancellation program is lower than the deferral program. Uptake in deferral programs continue to be low as shown below. Deferral programs typically result in a lien on title keeping participation low as the lien deters most property owners.

Municipality	Program	2019 Participation
Halton Region	Full Tax Deferral	36
City of Ottawa	Full Tax Deferral	139
City of Hamilton	Pilot Program – Full Tax Deferral	21
York Region	Partial Tax Deferral	136 *
City of Toronto	Tax Increase Cancellation	6,755
	Tax Increase Deferral	1,152

* (Participation information provided does not differ between those over 65 and between 55-64)

As these are discretionary programs the criteria is established by each single or upper-tier municipality and vary among the programs. Generally, the criteria stipulate the income thresholds, when the deferral must be repaid and for the full tax deferral include a maximum amount to be deferred based on the assessed value of the property. The City of Ottawa's full tax deferral also includes an interest charge.

Council has the option through the 2021 budget discussions to increase the tax rebate amount in addition to the annual increase of the blended tax rate impact. The City's portion of the tax

rebate is approximately 36 percent. Based on the estimated participation of 1,700 applicants in 2020, the budget pressure for a \$100 increase in the tax rebate would be \$61,200. This excludes any budget pressure relating to increased participation in the tax rebate program. The 2020 tax levy on a typical single family home valued at \$730,000 is \$5,738.

Outreach

Currently, information about the City's tax rebate program can be found on the back of each tax bill and on the City's website on the Property Tax pages and on the Older Adult pages. Applications are mailed to previous recipients on an annual basis. The City's Older Adult webpage also provides information on other financial assistance provided by the City, the Region and the Provincial and Federal governments. This information is reviewed annually and updated on a regular basis. See Appendix 1.

The City's Community Development Unit within the Recreation Division provides a number of outreach programs for Older Adults as identified in the Older Adult Plan for Recreation. Since 2008, the Mississauga Older Adult Plan has provided guidance to the City and identified a number of initiatives spanning multiple Departments and Divisions. With its implementation over the past decade, the City has made much progress in addressing needs and priorities that were contained in the Older Adult Plan. The Older Adult Plan was updated in 2019 and identifies priorities needed to move forward over the next 10 years. The scope of the Plan is focused on the Recreation Division. By identifying relevant issues for older adults, the Plan supports the Recreation Division's decision-making as how best to address the needs of Mississauga's older adults through the delivery of programs and services, coordination with other City Departments and Divisions, and supports for self-governing older adult groups and related community stakeholders.

The Community Group Registry Program (Corporate Policy 08-01-01), recently updated in 2018, is designed to support not-for-profit, volunteer-based community groups, organizations and clubs including 36 registered Older Adult Providers and Clubs. Registered Older Adult Providers and clubs receive a number of benefits including:

- Eligibility for no cost rental space in community centres weekdays from 8:30 a.m. to 4:30 p.m.;
- Discounted affiliate seniors group rental rate for facilities and equipment;
- One free room rental per month for executive meetings;
- One free room rental per year for annual general meeting;
- Access to a City liaison;
- Discounted community rate for Special Event Vendor Licenses; and
- Access to promotional and funding opportunities.

All groups receive regular communication and access to training opportunities coordinated by the Recreation Community Development Unit and also have the opportunity to participate on

our Community Centre Older Adult Committees which is a forum where information and advice is exchanged between older adult providers and clubs and community centre staff.

During COVID19 many of the older adult enquiries were directed to 211 and 311. This practise resulted in higher volume of older adults accessing information through this option, statistical information indicates 211 and 311 are still experiencing a high volume of calls and becoming an established go to for up to date information.

Staff from the Revenue section would be available to provide information about financial assistance programs to key Older Adult stakeholder groups upon request through Community Development. Revenue staff will also provide updated program information annually to Community Development. Staff at the Community Centres and City Libraries are able to access applications available on the City's website and provide copies to residents. Copies of the Financial Assistance document and applications for the Tax Rebate and Outdoor Maintenance Subsidy are available at the Mississauga Seniors Centre.

Financial Impact

Through the *Municipal Act, 2001*, the cost of the City's low-income Seniors Property Tax Rebate program is automatically shared with the school boards and the Region of Peel has the option to cost share in the program in the same proportion as property taxes. The Region currently cost shares in the tax rebate and has cost shared since the program was introduced in 2010.

Currently, the City funds approximately 36% of the program, with an annual budget of \$220,000 for 2020. Based on the 2019 participation and a rebate amount of \$423, tax rebates totalling \$702,600 were provided. The City's share of these rebates totalled \$252,940.

Based on the estimated participation of 1,700 applicants in 2020, the budget pressure for a \$100 increase in the tax rebate would be \$61,200. This excludes any budget pressure relating to increased participation in the tax rebate program.

If income eligibility criteria other than GIS was to be established for the Tax Rebate program, one additional FTE would be required to administer the program at a cost of \$66,700.

Conclusion

The current income eligibility criteria established for the City's Low-Income Seniors Property Tax Rebate program is consistent with other municipal programs. This program provides an annual rebate to seniors in receipt of the Guaranteed Income Supplement (GIS) which is increased each year by the blended tax impact. At \$436 for 2020, the property tax rebate provided to low-income seniors in Mississauga is above the municipal average surveyed.

As GIS confirms both age and income level it is the most effective model for income verification since it is secure and administratively efficient. Should an income threshold other than GIS be established, it would be more difficult for seniors to complete an application as it would require them to provide additional documentation for income verification. The cost of administering the program would increase as staff would have to spend time reviewing their income eligibility.

The *Municipal Act, 2001* provides single and upper-tier municipalities with the ability to provide a tax deferral program for low income seniors and low income persons with disabilities.

Attachments

Appendix 1: Older Adults Financial Assistance



Gary Kent, CPA, CGA, ICD.D, Commissioner of Corporate Services and Chief Financial Officer

Prepared by: Louise Cooke, Manager, Revenue and Taxation

Financial Assistance for Older Adults

Program	Description	Eligibility	Support Amount	Deadline
City of Mississauga Programs				
Seniors and Disabled Property Tax Rebate Program	<p>The City of Mississauga offers a tax rebate on annual property taxes for low income seniors and low income persons with disabilities who own and occupy their own home. The rebate is applied to your tax account to offset property taxes. This program replaces the previous loan programs offered by the City and the Region of Peel.</p>	<ul style="list-style-type: none"> • Owned a home in municipality for at least 1 year • Living in the residence at time of application • Every owner must be an eligible person or spouse of eligible person • Must be Residential Class (farm included) • 1 application per year • Application cannot be submitted by an owner for more than one property per year • A new application must be completed every year <p><u>Seniors</u></p> <ul style="list-style-type: none"> •65 or older •Receiving GIS and must be able to provide a copy of their prior year's T4A (OAS) slip issued by Service Canada <p><u>Low-Income Disabled</u></p> <ul style="list-style-type: none"> •Owner and/or spouse disabled and in receipt of ODSP 	<p>Increased annually by the blended tax impact</p> <p>2020 Rebate is \$436</p>	<p>Applications must be received by December 31st of the current year</p>
<p>Website: http://www.mississauga.ca/portal/residents/taxassistance</p> <p>Form Site: https://www7.mississauga.ca/documents/formsonline/2536_2018.pdf</p>				



Financial Assistance for Older Adults

Program	Description	Eligibility	Support Amount	Deadline
Stormwater Subsidy Program	Low-income seniors and low-income persons with disabilities may be eligible for a subsidy to offset their stormwater charge. The subsidy is based on the City's Tax Rebate Program and staff will use the existing property tax rebate process and eligibility to automatically identify property owners who will be eligible.	<ul style="list-style-type: none"> Recipients of the City's Tax Rebate program automatically qualify for the stormwater charge subsidy 	100% of the annual stormwater charge	December 31 st of the current year (in accordance with the Seniors and Disabled Property Tax Rebate Program)
Website: http://www.mississauga.ca/portal/stormwater/residential-charge				
Outdoor Maintenance Subsidy Program	The City of Mississauga offers financial assistance for outdoor maintenance services paid for by eligible applicants. Outdoor maintenance means garden work including the care of lawns, plants and trees in the yard of a residence and snow removal. The program is for financial assistance only; the City does not perform any maintenance services.	<ul style="list-style-type: none"> Must be 65 years or older, in receipt of the GIS and able to provide a copy of their T4A (OAS) for the claimed subsidy period or; Physically disabled and in receipt of an allowance, benefits or income support under the ODSP and; Reside as an owner, spouse or tenant in a residential property and not living in a multi-unit residence where outdoor maintenance services are provided by a condominium corporation Applicant must not be able-bodied and must not have any able-bodied individuals living at the residence Be able to provide Proof of Payment for eligible expenses incurred between January 1st to December 31st 	In 2020, the maximum annual subsidy amount will be \$350	March 31 st of the year following the subsidy year In response to COVID 19 deadline extended to December 31, 2020
Website: http://www.mississauga.ca/portal/cityhall/outdoor-maintenance-subsidy				
Form site: http://www7.mississauga.ca/documents/FormsOnline/2768.pdf				



Financial Assistance for Older Adults

Program	Description	Eligibility	Support Amount	Deadline																
Active Assist Program	ActiveAssist is the City of Mississauga's fee assistance program to give residents living in low-income households and newcomers with refugee status the chance to participate in Recreation and Culture activities.	<ul style="list-style-type: none"> • Live in Mississauga • Have an Individual net Income or a combined Family net income below the Low Income Cut Off amounts (Statistics Canada) and proof that all children are legal responsibility of the adult <table border="1" data-bbox="760 537 1232 912"> <thead> <tr> <th>Family Size</th> <th>Max. Qualifying Net Income</th> </tr> </thead> <tbody> <tr> <td>1 person</td> <td>\$ 21,899</td> </tr> <tr> <td>2 persons</td> <td>\$ 26,653</td> </tr> <tr> <td>3 persons</td> <td>\$ 33,189</td> </tr> <tr> <td>4 persons</td> <td>\$ 41,406</td> </tr> <tr> <td>5 persons</td> <td>\$ 47,148</td> </tr> <tr> <td>6 persons</td> <td>\$ 52,289</td> </tr> <tr> <td>7 or more persons</td> <td>\$ 57,429</td> </tr> </tbody> </table>	Family Size	Max. Qualifying Net Income	1 person	\$ 21,899	2 persons	\$ 26,653	3 persons	\$ 33,189	4 persons	\$ 41,406	5 persons	\$ 47,148	6 persons	\$ 52,289	7 or more persons	\$ 57,429	<ul style="list-style-type: none"> • A non-refundable credit of \$275 per qualifying person, valid for one year. 	No deadline.
Family Size	Max. Qualifying Net Income																			
1 person	\$ 21,899																			
2 persons	\$ 26,653																			
3 persons	\$ 33,189																			
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7 or more persons	\$ 57,429																			
<p>Website: http://www.mississauga.ca/portal/residents/activeassist</p> <p>Form site: http://www7.mississauga.ca/Departments/Rec/active-assist/img/ActiveAssit_Application_Form.pdf</p>																				



Financial Assistance for Older Adults

Program	Description	Eligibility	Support Amount	Deadline
Driveway Windrow Snow Clearing Program	Helps residents by clearing space in the snow windrow at the end of their driveway after a snow plow has cleared the road.	<ul style="list-style-type: none"> • Resident of Mississauga • 65 years and older in 2020 (i.e. born in 1955 or earlier) or someone who is physically disabled as verified by a regulated health professional • No abled-bodied person(s) living at the same residence where driveway windrow snow clearing assistance is required <p>Only one person per address may participate in this program.</p> <p>Residents who live on a private road or in a high-rise, multi-unit building, condominium or within a commercial property are not eligible to apply.</p>	<ul style="list-style-type: none"> • Free for residence 65 years and older in 2020, (i.e. born in 1955 or earlier) and for individuals who are physically disabled, as verified by a regulated health professional, who are eligible for financial assistance • \$200 for residence 65 years and older in 2020, (i.e. born in 1955 or earlier) and for individuals who are physically disabled, as verified by a regulated health professional, who are not eligible for financial assistance 	<p>Applications for the 2020/2021 winter season will be accepted from Monday, September 14, 2020 to Friday, November 6, 2020 (4:30 pm) at any Community Centre.</p> <p>In response to COVID19, the following submission options have been added:</p> <p>Email: rec.info@mississauga.ca</p> <p>or By mail: Recreation Customer Service Centre Paramount Fine Foods Centre 5600 Rose Cherry Place Mississauga ON L4Z 4B6</p>
<p>Website: http://www.mississauga.ca/portal/residents/drivewaywindrowprogram</p> <p>Form site: https://www7.mississauga.ca/documents/tw/Driveway_Windrow_Application_Form.pdf</p>				

Financial Assistance for Older Adults

Program	Description	Eligibility	Support Amount	Deadline																
Affordable Transit Program	<p>The Affordable Transit Program provides low-income residents living in Mississauga with access to affordable public transit. This program is a partnership between MiWay and the Region of Peel.</p>	<ul style="list-style-type: none"> • Be a Canadian citizen, a landed immigrant, or have applied for permanent residency, sponsorship, or refugee protection in Canada • Live in Brampton or Mississauga • Have an after-tax income that matches or is lower than the amounts shown in the following table: <table border="1" data-bbox="779 654 1251 987"> <thead> <tr> <th>Household size</th> <th>After-tax income</th> </tr> </thead> <tbody> <tr> <td>1 person</td> <td>\$ 22,133</td> </tr> <tr> <td>2 persons</td> <td>\$ 31,301</td> </tr> <tr> <td>3 persons</td> <td>\$ 38,335</td> </tr> <tr> <td>4 persons</td> <td>\$ 44,266</td> </tr> <tr> <td>5 persons</td> <td>\$ 49,491</td> </tr> <tr> <td>6 persons</td> <td>\$ 54,215</td> </tr> <tr> <td>7 persons</td> <td>\$ 58,558</td> </tr> </tbody> </table>	Household size	After-tax income	1 person	\$ 22,133	2 persons	\$ 31,301	3 persons	\$ 38,335	4 persons	\$ 44,266	5 persons	\$ 49,491	6 persons	\$ 54,215	7 persons	\$ 58,558	<ul style="list-style-type: none"> • The program offers a 50% discount on a PRESTO MiWay Monthly Pass. A limited number of discounted passes are available each year. 	<p>No deadline.</p> <p>A limited number of discounted passes are available each year.</p>
Household size	After-tax income																			
1 person	\$ 22,133																			
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6 persons	\$ 54,215																			
7 persons	\$ 58,558																			
<p>Website: https://peelregion.ca/help/discounted-bus-pass/</p> <p>https://peelregion.ca/help/discounted-bus-pass/#infonew</p> <p>Apply online or by phone, call 905-793-9200 and ask to speak to the Affordable Transit Program (ATP) Coordinator</p>																				



Financial Assistance for Older Adults

Program	Description	Eligibility	Support Amount	Deadline
MiWay Senior One Dollar Cash Fare – Off-Peak	MiWay offers a \$1.00 cash fare to seniors during off-peak hours. *Does not include TTC Route 52 – Lawrence.	<ul style="list-style-type: none"> Age 65+ Have your \$1 cash fare ready when boarding and be prepared to show valid photo identification (Government issued or MiWay Senior photo identification card) 	<ul style="list-style-type: none"> \$1.00 cash fare valid on Weekdays (from 8:30 a.m. to 3:30 p.m. and 7 p.m. to 5:59 a.m.) and all day on Saturdays, Sundays and Holidays 	No deadline.
Website: http://www.mississauga.ca/portal/miway/busfares				
Region of Peel Programs				
Peel My home Second Unit Renovation Program	Starting October 2020 The Region is launching a new and improved program to help eligible homeowners renovate an existing second unit in their home to create more affordable rental housing in Peel.	<ul style="list-style-type: none"> Own and live in the home with an existing non-registered second unit Annual household income of no more than \$110,456 (gross income) Rent to a tenant with a maximum household income of \$61,642 or less. Rent at an affordable rental rate in accordance with(CMHC) market report. Comply with all municipal by-laws and inspections. Not have debt on your home that exceeds the (MPAC) value for your home. /assessed home value 90th percentile of your municipality. 	<ul style="list-style-type: none"> The My Home Second Unit Renovation Program provides up to a maximum of \$20,000 by way of a forgivable loan to eligible homeowners, and an additional \$10,000 to homeowners who rent to a tenant referred by the Region of Peel. 	*Contact by phone 905-791-7800, ext. 8032 or email at secondunitsprogram@peelregion.ca
Website: https://www.peelregion.ca/housing/second-unit-renovation-program.asp				



Financial Assistance for Older Adults

Program	Description	Eligibility	Support Amount	Deadline
<p>Seniors' Dental Program</p> <p>The OSDCP replaces the Region of Peel Seniors Dental Program</p>	<p>Seniors dental program</p> <p>Ontario Seniors Dental Care Program (OSDCP)</p> <p>The OSDCP replaces the Region of Peel Seniors' Dental Program.</p> <p>This program was created to help low income seniors who have no dental insurance and cannot afford the cost of dental care.</p> <p>The Region ensures that seniors on the waiting list for the former Region of Peel Seniors' Dental Program will be provided treatment if they do not qualify for the OSDCP.</p>	<p>Ontario residents are eligible for the OSDCP if they:</p> <ol style="list-style-type: none"> 1. Be 65 years or older 2. Are a resident of Ontario. 3. Have an annual net income of \$19,300 or less for a single person or a combined annual net income of \$32,300 or less for a couple. 4. Have no access to any other form of dental benefits like private insurance or other provincial or federal government program. 	<p>The following dental services are provided to OSDCP clients:</p> <ul style="list-style-type: none"> • examinations and assessments • preventive services • restorative services to repair broken teeth and cavities • X-rays • oral surgery to remove teeth or abnormal tissue • anesthesia • endodontic services to treat infection and pain • periodontal services to treat gum conditions and diseases <p>Prosthodontic services, including dentures, will be partially covered.</p>	<p>Apply online</p> <ol style="list-style-type: none"> 1. Complete the online application. 2. Print and fill out the consent form. 3. Mail the completed consent form within 30 days to: Ontario Seniors Dental Care Program Station P, P.O. Box 159 Toronto, Ontario M5S 2S7 or by mail to the address above.
<p>Website: https://www.peelregion.ca/health/seniors-dental/</p>				



Financial Assistance for Older Adults

Program	Description	Eligibility	Support Amount	Deadline
Provincial Programs				
GAINS: Guaranteed Annual Income System	<p>GAINS Provides a monthly, non-taxable benefit to Low-income Ontario seniors.</p> <p>Together, the total maximum benefits from OAS, GIS and GAINS is the guaranteed income level. The province guarantees that eligible Ontario seniors will have at least this minimum level of income.</p> <p>This is called a guaranteed income and it's updated every three months to reflect inflation.</p>	<ul style="list-style-type: none"> • 65 years of age or older • Lived in Ontario for the past 12 months or for a total of 20 years since turning age 18 • Canadian resident for 10 years or more • Receive the federal OAS pension and GIS payments • Have an annual private income of up to \$1,992 if you are a single senior or up to \$3,984 if you are a senior couple 	<ul style="list-style-type: none"> • Monthly GAINS payments range between \$2.50 and \$83.00 • If you have no private income, you'll receive the maximum benefit of \$83 a month • These payments are provided on top of the Old Age Security (OAS) pension and the Guaranteed Income Supplement (GIS) payments you may receive from the federal government. • Payment can change if income or marital status changes. 	<p>Every year, you must file your return by April 30, even if you don't have income to report, or complete a GIS application and send it to your nearest Service Canada Office.</p>
Website: https://www.fin.gov.on.ca/en/credit/gains/				



Financial Assistance for Older Adults

Program	Description	Eligibility	Support Amount	Deadline
Ontario Disability Support Program (ODSP)	Financial assistance to help with essential living expenses; benefits, including prescription drugs and vision care; help finding and keeping a job, and career advancement.	<ul style="list-style-type: none"> • At least 18 years old • Ontario resident • Be in financial need • Meet the program’s definition of a person with a disability, or be a member of a Prescribed Class 	<p>Income Support: Financial assistance provided each month to help with the costs of basic needs, such as food, clothing and shelter. Income support also includes benefits, such as drug coverage and vision care, for clients and their eligible family members</p> <p>Employment Supports: Services and supports to help clients with disabilities find and keep a job, and advance their careers.</p>	No deadline
Website: http://www.mcsc.gov.on.ca/en/mcsc/programs/social/odsp/ Form site: https://saapply.mcsc.gov.on.ca/CitizenPortal/cw/PlayerPage.do				



Financial Assistance for Older Adults

Program	Description	Eligibility	Support Amount	Deadline
Ontario Drug Benefit (ODB) Reduced Co-Payment for Lower Income Seniors	The Ontario Drug Benefit covers most of the cost of more than 4,400 prescription drugs. Persons 65 years or older qualify for the ODB. Lower income seniors can qualify for a reduced co-payment.	<ul style="list-style-type: none"> • A single senior (65 or older) with an income \$19,300 or less after taxes • A senior couple (one or both 65 or older) with a combined annual income of \$32,300 or less after taxes 	No annual deductible and a co-payment of up to \$2 for filling each ODB eligible prescription.	You can apply any time in the program year and up to 2 months after it ends (September 30th)
Website: http://www.health.gov.on.ca/en/public/programs/drugs/programs/copayment/copayment.aspx Form site: http://www.forms.ssb.gov.on.ca/mbs/ssb/forms/ssbforms.nsf/FormDetail?openform&ENV=WWE&NO=014-3233-87				

Financial Assistance for Older Adults

Program	Description	Eligibility	Support Amount	Deadline
Ontario energy and property tax credit (OEPTC)	The Ontario Energy and Property Tax Credit (OEPTC) is designed to help low- to moderate-income Ontario residents with the sales tax on energy and with property taxes.	To qualify, you must be an Ontario resident and at least one of the following: <ul style="list-style-type: none"> • 18 years of age or older • Currently or previously married or in a common-law relationship • A parent who lives or previously lived with your child • <u>The previous year</u>, you; <ul style="list-style-type: none"> ○ Rented or paid property taxes for your main residence ○ Lived on a reserve and paid for your home energy costs ○ Lived in a public long-term care home (e.g., a seniors' home) and paid an amount for your accommodation 	Maximum Credit amount for the 2020 benefit year: <ul style="list-style-type: none"> • \$1,085 if you are between 18 and 64 years old • \$1,235 if you are over 65 years old • \$241 if you live on a reserve or in a public long-term care home • \$25 for the time you lived in a designated college, university or private school residence in 2019 	April 30 th each year in accordance with income tax filing
Website: https://www.fin.gov.on.ca/en/credit/oeptc/				



Financial Assistance for Older Adults

Program	Description	Eligibility	Support Amount	Deadline
<p>Low-Income Energy Assistance Program (LEAP)</p>	<p>Provides low-income customers up to \$500 in emergency financial assistance for their electricity bills (\$600 if their home is heated electrically) and \$500 for their natural gas bills.</p> <p>The assistance is only available if low-income customers are behind on their bill – or in arrears – and may face having their service disconnected. They cannot receive more money than they owe on their bill. Therefore, they may not receive the full amount of the grant. Emergency financial assistance is for emergency situations only and is not meant to be provided with ongoing help to pay their bills.</p>	<p>In order to qualify, an applicant’s household income has to fall below a certain limit. The amount of income it takes to qualify depends on two factors:</p> <ul style="list-style-type: none"> • How many people live in the house • Your combined household income 	<p>Low-income customers can get up to \$500 in emergency assistance for their electricity bills (\$600 if their home is heated electrically) and \$500 for their natural gas bills.</p>	<p>Not applicable</p>
<p>Website: https://www.oeb.ca/rates-and-your-bill/help-low-income-consumers/low-income-energy-assistance-program</p> <p>Website: https://www.oeb.ca/sites/default/files/LEAP_UTILITY-AGENCY_PARTNERS.PDF</p>				



Financial Assistance for Older Adults

Program	Description	Eligibility	Support Amount	Deadline
Ontario Senior Homeowners' Property Tax Grant	The Ontario Senior Homeowners' Property Tax Grant helps low-to-moderate income seniors with the cost of their property taxes.	<ul style="list-style-type: none"> • Paid Ontario property tax for the year • Meet income requirements • As of December 31 of the previous year: <ul style="list-style-type: none"> - owned and occupied your principal residence - were 64 years of age or older - were a resident of Ontario 	Maximum \$500 grant per year <i>If you are single, separated, divorced or widowed</i> <ul style="list-style-type: none"> • You can get \$500 if your adjusted family net income for the previous year was \$35,000 or less. • If your income is over \$35,000 but less than \$50,000, your grant will be reduced by 3.33% of your income. 	You need to file your tax return to apply for this grant, even if you don't have income to report. The last day to file your tax return is April 30 of each year.

Financial Assistance for Older Adults

Program	Description	Eligibility	Support Amount	Deadline
Ontario Senior Homeowners' Property Tax Grant (Continued)			<p><i>If you are married or living common-law</i></p> <ul style="list-style-type: none"> • You can get \$500 if your adjusted family net income for the previous year was \$45,000 or less. • If your income is over \$45,000, your grant will be reduced by 3.33% of your income over \$45,000. <p>You do not qualify for the grant if your adjusted family net income is \$60,000 or more. Only one person per couple can receive this grant.</p>	
<p>Website: https://www.fin.gov.on.ca/en/credit/shptg/</p> <p>Form site: https://www.canada.ca/content/dam/cra-arc/formspubs/pbg/5006-tg/5006-tg-17e.pdf</p>				



Financial Assistance for Older Adults

Program	Description	Eligibility	Support Amount	Deadline
Ontario Seniors' Public Transit Tax Credit	The Ontario Seniors' Public Transit Tax Credit is a refundable tax credit to help seniors with public transit costs.	<ul style="list-style-type: none"> 65 years old or older at the beginning of the year that you're claiming the credit Live in Ontario by the end of that year 	You can claim up to \$3,000 in eligible public transit expenses and receive up to \$450 each year.	You can submit a claim when you file your personal income tax. Save your receipt and proof of payment to claim your eligible public transit expenses. The last day to file your tax return is April 30 of each year.
Website: https://www.ontario.ca/page/ontario-seniors-public-transit-tax-credit				



Financial Assistance for Older Adults

Program	Description	Eligibility	Support Amount	Deadline
MPAC Senior or Disabled Property Tax Relief	Section 3(1)22 and 3(1)22.1 of the Assessment Act and section 45.2 of Ontario Regulation 282/98 provide a tax exemption for a portion of a residential property where a senior or disabled person is living.	<ul style="list-style-type: none"> • 65 years old or have a disability, and in both cases, would otherwise have to live in other premises that provide on-site care • Must live in the home as their personal residence • Must be in the residential property class and must not have more than three residential units • Property owner must not be in the business of offering care to senior or disabled persons • Alterations, improvements or additions were made after May 15, 1984 • Property owner applies to MPAC for exemption 	Alterations, Improvements and/or Additions to an Existing Home: MPAC puts a value on the property before the improvement or addition, and then another value after the improvement or addition. The dollar difference between these two figures will be the amount that is exempt from taxes. The exempt portion is added to the assessment for the next taxation year and no taxes are charged against it.	No deadline Property taxpayer informs MPAC that their home has been built or modified to provide a place to live for a senior or disabled person or a garden suit has been erected.
Website: https://www.mpac.ca/en/MakingChangesUpdates/ExemptionSeniorsandPersonsDisabilities				



Financial Assistance for Older Adults

Program	Description	Eligibility	Support Amount	Deadline
Home and Vehicle Modification Program	Provides home or vehicle modifications to eligible individuals and families to enable children and adults with disabilities that restrict mobility to continue living safely in their homes, avoid job loss and participate in their communities.	<ul style="list-style-type: none"> • Live in Ontario • Qualify financially, and have a substantial impairment caused by bodily injury, a birth defect or illness. It is ongoing and/or recurring and is expected to last one year or more. This impairment: • Impedes mobility, and • Results in substantial restriction in activities of daily living (e.g. your personal care, or your participation in the community). 	Up to \$15,000 lifetime maximum for home modifications, and/or Up to \$15,000 every ten years for vehicle modifications Depending on your income, you may be asked to pay some of the cost of the modifications.	Not applicable To apply, visit the Ontario March of Dimes website (see link below) or call 1-877-369-4867.
Website: http://www.mcass.gov.on.ca/en/mcass/programs/social/hvmp.aspx http://www.marchofdimes.ca/EN/programs/hvmp/Pages/HowtoApply.aspx				

Financial Assistance for Older Adults

Program	Description	Eligibility	Support Amount	Deadline
Federal Income Programs				
Guaranteed Income Supplement (GIS)	The Guaranteed Income Supplement (GIS) provides a monthly non-taxable benefit to Old Age Security (OAS) pension recipients who have a low income and are living in Canada.	<ul style="list-style-type: none"> • In receipt of an Old Age Security pension • 65 or older • live in Canada • Annual income (or in the case of a couple, combined income) is lower than the maximum annual threshold 	The amount of the GIS received depends on marital status and previous year's income (or in the case of a couple, combined income).	<p>If you were automatically enrolled for the OAS pension, you will be automatically enrolled for the GIS if you are eligible. If so, you will be considered for the GIS on an annual basis, without needing to apply. If you can be automatically enrolled, Service Canada will send you a notification letter the month after you turn 64.</p> <p>If you did not receive a letter from Service Canada informing you that you were selected for automatic enrolment, you must apply in writing for the GIS; however you must first apply for OAS.</p>
<p>Website: https://www.canada.ca/en/services/benefits/publicpensions/cpp/old-age-security/guaranteed-income-supplement.html</p> <p>Form site: https://www.canada.ca/en/services/benefits/publicpensions/cpp/old-age-security/guaranteed-income-supplement.html</p>				

Financial Assistance for Older Adults

Program	Description	Eligibility	Support Amount	Deadline
Allowance for the Survivor	The Allowance for the Survivor is a benefit available to people aged 60 to 64 who have a low-income, who are living in Canada, and whose spouse or common-law partner has died.	All of the following conditions: <ul style="list-style-type: none"> • Aged 60-64 (includes the month of your 65th birthday) • Canadian citizen or a legal resident • Reside in Canada and have resided in Canada for at least 10 years since the age of 18 • Your spouse or common-law partner has died and the applicant has not remarried or entered into a common-law relationship • Annual income is less than the maximum annual threshold 	The amount of the Allowance for the Survivor received depends on their previous year's income.	The Allowance should be applied for the Survivor 6 to 11 months before their 60 th birthday.
Website: https://www.canada.ca/en/services/benefits/publicpensions/cpp/old-age-security/guaranteed-income-supplement/allowance-survivor.html				

REPORT 1 - 2020

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Accessibility Advisory Committee presents its first report for 2020 and recommends:

AAC-0001-2020

1. That the deputation and associated presentation by Rich Padulo regarding Treat Accessibly be received for information.
2. That the Mississauga Accessibility Advisory Committee are in support of Treat Accessibly and having accessible and inclusive Halloweens.

(AAC-0001-2020)

AAC-0002-2020

1. That the Accessibility Advisory Committee recommends that when any new Accessible Parking Signage is being installed or being replaced that Accessible Parking Signage include the City's General 311 line.
2. That staff create a social media campaign to be included in a future report to General Committee regarding Accessible Parking Signage.

(AAC-0002-2020)

AAC-0003-2020

That the verbal update provided by Naz Husain, Citizen Member and ROP AAC Member regarding the Region of Peel Accessibility Advisory Committee Update be received for information.

(AAC-0003-2020)

AAC-0004-2020

That the presented Accessibility Advisory Committee Work Plan be approved as discussed at the September 21, 2020 Accessibility Advisory Committee meeting.

(AAC-0004-2020)

AAC-0005-2020

That the AAC Manual be received for information.

(AAC-0005-2020)

AAC-0006-2020

That the deputation by Jennifer Cowan, Accessibility Specialist regarding 2019 National AccessAbility Week (NAAW) Wrap-up to the Promotional Awareness Subcommittee on February 24, 2020, be received.

(AAC-0006-2020)

AAC-0007-2020

1. That the brainstorming session facilitated by Jennifer Cowan, Accessibility Specialist regarding the 2020 and 2021 National AccessAbility Week (NAAW) to the Promotional Awareness Subcommittee on February 24, 2020, be received;
2. That subject to the comments provided during the brainstorming session, the Promotional Awareness Subcommittee is satisfied with the initiatives the City is undertaking with respect to the 2020 and 2021 National AccessAbility Week (NAAW).

(AAC-0007-2020)

AAC-0008-2020

That the verbal update by Dan Sadler regarding the Rick Hansen Foundation - Accessibility Certification Program be received for information.

(AAC-0008-2020)

REPORT 4 - 2020

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Heritage Advisory Committee presents its fourth report for 2020 and recommends:

HAC-0016-2020

That the request to alter the heritage designated property, in the Right-of-Way along Mississauga Road South, south of Lakeshore Road West, as per the Corporate Report from the Commissioner of Community Services, dated September 8, 2020, be received and referred to the Port Credit Heritage Conservation District Subcommittee.

(Ward 1)

(HAC-0016-2020)

HAC-0017-2020

That the property at 915 North Service Rd. which is Designated under Part IV of the Ontario Heritage Act, requires the reference plan of the designation bylaw to be amended; as per the Corporate Report from the Commissioner of Community Services dated August 27, 2020.

(Ward 1)

(HAC-0017-2020)

HAC-0018-2020

That the request to alter the heritage designated property at 54 Bay St, as per the Corporate Report from the Commissioner of Community Services, dated August 19, 2020 be approved.

(Ward 1)

(HAC-0018-2020)

HAC-0019-2020

That the property at 2547 Jarvis Street, 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, as per the Corporate Report from the Commissioner of Community Services dated August 27, 2020.

(Ward 7)

(HAC-0019-2020)

HAC-0020-2020

That the outbuildings and built landscape features at the property at 1503 Petrie Way, which is listed on the City's Heritage Register, are not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process, as per the Corporate Report from the Commissioner of Community Services dated September 8, 2020.

(Ward 2)

(HAC-0020-2020)

HAC-0021-2020

That the property at 1000 Roper Avenue, 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, as per the Corporate Report from the Commissioner of Community Services dated September 8, 2020.

(Ward 2)

(HAC-0021-2020)

HAC-0022-2020

1. That the property at 2465 Shepard Avenue, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the City's Park Planning Section's request to demolish proceed through the applicable process, as per the Corporate Report from the Commissioner of Community Services dated September 2, 2020.
2. That the property at 2182 Corsair Road, which is not listed on the City's Heritage Register, meets the requirements of having Cultural Heritage Value and Interest under the Ontario Heritage Act.
3. That the Cultural Heritage Value and Interest for 2182 Corsair Road be satisfied through an interpretation and commemoration plan and that the City's Park Planning Section's request to demolish proceeds through the applicable process, as per the Corporate Report from the Commissioner of Community Services dated September 2, 2020.

(Ward 7)

(HAC-0022-2020)

HAC-0023-2020

That the Memorandum dated August 20, 2020 from Paul Damaso, Director, Culture Division, entitled "Peel West Trunk Sewer Diversion (Streetsville) (Ward 11)" be received.

(Ward 11)

(HAC-0023-2020)

HAC-0024-2020

That the Memorandum dated August 21, 2020 from Paul Damaso, Director, Culture Division, entitled "Alteration to a property adjacent a listed property at 801 Meadow Wood Road (Ward 2)" be received.

(Ward 2)

(HAC-0024-2020)

HAC-0025-2020

That the Memorandum dated August 20, 2020 from Paul Damaso, Director, Culture Division, entitled "Alteration to a Listed Heritage Property adjacent to the Old Port Credit Village Heritage Conservation District: 70 Mississauga Road South (Ward 1)" be received.

(Ward 1)

(HAC-0025-2020)

HAC-0026-2020

That the Memorandum dated August 20, 2020 from Paul Damaso, Director, Culture Division, entitled "Alteration to a Listed Heritage Property: 53 Queen South (Ward 11)" be received.

(Ward 11)

(HAC-0026-2020)

HAC-0027-2020

That the Memorandum dated August 21, 2020 from Paul Damaso, Director, Culture Division, entitled "Alteration to a Listed Heritage Property: 2777 Mississauga Rd (Ward 8)" be received.

(Ward 8)

(HAC-0027-2020)

HAC-0028-2020

That the Memorandum dated August 21, 2020 from Paul Damaso, Director, Culture Division, entitled "New Construction to a Listed Property: 1641 Blythe Road (Ward 8)" be received.

(Ward 8)

(HAC-0028-2020)

HAC-0029-2020

That the Heritage Advisory Committee supports the recommendation from Councillor Dasko to Council on September 30, 2020 regarding that the Landing Lookout (Podium) of the Port Credit Lighthouse located at 105 Lakeshore Road West, Mississauga (Marina Park, P-112, Ward 1) be dedicated in honour of Beatrice Moreira-Laidlow.

(Ward 1)

(HAC-0029-2020)

REPORT 2 - 2020

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Governance Committee presents its second report for 2020 and recommends:

GOV-0006-2020

That the Memorandum dated September 9, 2020 from Diana Rusnov, Director, Leglistative Services and City Clerk, entitled "Establishing an Ad Hoc Ranked Choice Voting Review Subcommittee of Governance Committee" be received.

(GOV-0006-2020)

GOV-0007-2020

That staff prepare a report regarding Proxy Voting at City Council meetings which outlines specific guidelines for Members of Council and that the report be brought to the Governance Committee for further review at the November 16, 2020 meeting.

(GOV-0007-2020)

GOV-0008-2020

That the verbal update with respect to maintaining the requirement that distribution of agendas be made 24 hours in advance of the commencement of Committee meetings, as per the Council Procedure By-law 0139-2020, be received.

(GOV-0008-2020)

GOV-0009-2020

That the status of the Governance Committee Work Plan items, updated for the September 28, 2020 Governance Committee meeting, be received.

(GOV-0009-2020)

GOV-0010-2020

That the Council Procedure By-law 0139-2013, be amended to permit the addition of a "Consent Agenda" as a standing item for all Committees.

(GOV-0010-2020)

REPORT 3 - 2020

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Road Safety Committee presents its third report for 2020 and recommends:

RSC-0013-2020

That the presentations from Catherine Nguyen-Pham, Communications Coordinator and Amy Camara, Communications Coordinator, with respect to the “Distracted Driving and Pedestrian Safety Campaign” updates be received.

(RSC-0013-2020)

RSC-0014-2020

That the deputation from Glenn Voakes, Resident, regarding Cycling Fatalies, be received.

(RSC-0014-2020)

RSC-0015-2020

That the verbal update from Melissa Brabant, Regional Marketing Planner, Ministry of Transportation, with respect to Hockey Gear and Car Seat Safety, be received.

(RSC-0015-2020)

RSC-0016-2020

That the verbal update from Colin Patterson, Supervisor, Road Safety, with respect to the Automated Speed Enforcement program (ASE), Quiet Streets Pilot Project and Speed Limit sign installations, be received.

(RSC-0016-2020)

RSC-0017-2020

That the verbal update and associated presentation from Jacqueline Hunter, Transportation Demand Coordinator, with respect to the City of Mississauga’s First Pedestrian Master Plan, be received.

(RSC-0017-2020)

RSC-0018-2020

That the verbal update from Councillor Pat Saito, Road Safety Committee Chair, with respect to a “Review of Dedicated Bike Lanes During the COVID-19 Pandemic”, be received.

(RSC-0018-2020)

RSC-0019-2020

That the email dated September 17, 2020 from Michael Stewart, Community Relations Specialist, CAA with respect to the "CAA National Cannabis Edibles Campaign", be received.
(RSC-0019-2020)

RSC-0020-2020

That the verbal update from Councillor Pat Saito, Road Safety Committee Chair with respect to "Stop Bar Lines at intersections", be received.
(RSC-0020-2020)