
General Committee

Date: April 9, 2025
Time: 9:30 AM
Location: Council Chambers, Civic Centre, 2nd Floor
300 City Centre Drive, Mississauga, Ontario, L5B 3C1
and Online Video Conference

Members

Deputy Mayor and Chair Matt Mahoney	Ward 8
Deputy Mayor and Vice-Chair John Kovac	Ward 4
Mayor Carolyn Parrish	Mayor
Councillor Stephen Dasko	Ward 1
Councillor Alvin Tedjo	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor Natalie Hart	Ward 5
Councillor Joe Horneck	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Martin Reid	Ward 9
Councillor Sue McFadden (Leave of Absence)	Ward 10
Councillor Brad Butt	Ward 11

To Request to Speak on Agenda Items - Advance registration is required. To make a Deputation please email Angie Melo, Legislative Coordinator at angie.melo@mississauga.ca or call 905-615-3200 ext. 5423 no later than **Monday, April 7, 2025 before 4:00 PM.**

Questions for Public Question Period – To pre-register for Public Question Period, questions may be provided to the Legislative Coordinator at least 24 hours in advance of the meeting. Following the pre-registered questions, if time permits, the public may be given the opportunity to ask a question on an agenda item. Virtual participants must pre-register.

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

Virtual Participation - All meetings of Council are streamed live and archived at Mississauga.ca/videos. To speak during the virtual meeting or if you do not have access to the internet, contact the Legislative Coordinator and you will be provided with directions on how to participate.

Contact

Angie Melo, Legislative Coordinator, Legislative Services
905-615-3200 ext. 5423 Email: angie.melo@mississauga.ca

Find it Online: <http://www.mississauga.ca/portal/cityhall/councilcommittees>

An asterisk (*) symbol indicates an Item that has been either Revised or Added

1. **CALL TO ORDER**

2. **INDIGENOUS LAND STATEMENT**

“We acknowledge the lands which constitute the present-day City of Mississauga as being part of the Treaty and Traditional Territory of the Mississaugas of the Credit First Nation, The Haudenosaunee Confederacy the Huron-Wendat and Wyandotte Nations. We recognize these peoples and their ancestors as peoples who inhabited these lands since time immemorial. The City of Mississauga is home to many global Indigenous Peoples.

As a municipality, the City of Mississauga is actively working towards reconciliation by confronting our past and our present, providing space for Indigenous peoples within their territory, to recognize and uphold their Treaty Rights and to support Indigenous Peoples. We formally recognize the Anishinaabe origins of our name and continue to make Mississauga a safe space for all Indigenous peoples.”

3. **APPROVAL OF AGENDA**

4. **DECLARATION OF CONFLICT OF INTEREST**

5. **MINUTES OF PREVIOUS MEETING**

5.1 General Committee Minutes - March 26, 2025

6. **PRESENTATIONS**

7. **DEPUTATIONS**

Any member of the public interested in making a deputation to an item listed on the agenda must register by calling 905-615-3200 ext. 5423 or by emailing angie.melo@mississauga.ca by **April 7, 2025** at 4:00 PM

Each Deputation to Committee is limited to speaking not more than 10 minutes.

Pursuant to Section 57.1 of the Council Procedure By-law 0044-2022, as amended:

Deputations shall be received and the matter shall be referred to staff for a report, unless there is a resolution or recommendation passed to “receive” the Deputation. After a Deputation is completed, Members shall each have one opportunity to make a preamble statement and ask questions to the Deputant(s) or staff for clarification purposes only, and without debate.

7.1 Eldiana Begovic, Supervisor, Culture Programs, and Kathryn Garland, Manager, City Wide Programs, regarding the City’s 5th Youth Poet Laureate

7.2 Bev Knox, Resident with respect to Councillor participation during municipal elections

7.3 Item 10.5 Austin Spademan, Head of Government Partnerships, Bird Canada

- 7.4 Item 10.5 - Sonia Kandola, Senior Director Government Relations, Lime Canada and Vladana Zlatic, General Manager, Lime Canada
- 7.5 Item 10.5 Matthew Sweet, Manager, Active Transportation
- 7.6 Item 10.6 Susan Tanabe, Manager Transportation Planning, and Mark Vandersluis, Project Leader, Transportation Planning

8. PUBLIC QUESTION PERIOD - 15 Minute Limit

Public Comments: Members of the Public that have a question about an item listed on the agenda may pre-register by contacting the Legislative Coordinator at least 24 hours in advance of the meeting . Following the registered speakers, if time permits the Chair will acknowledge members of the public who wish to ask a question about an item listed on the agenda. Virtual participants must pre-register.

Pursuant to Section 58 of the Council Procedure By-law 0044-2022, as amended:

General Committee may grant permission to a member of the public to ask a question of General Committee, with the following provisions:

1. Questions may be submitted to the Clerk at least 24 hours prior to the meeting;
2. A person is limited to two (2) questions and must pertain specific item on the current agenda and the speaker will state which item the question is related to;
3. The total speaking time shall be five (5) minutes maximum, per speaker, unless extended by the Mayor or Chair; and
4. Any response not provided at the meeting will be provided in the format of a written response.

9. CONSENT AGENDA

10. MATTERS TO BE CONSIDERED

- 10.1 2024 Year End Reserves and Reserve Funds Report
- 10.2 2024 Annual Grants Report
- 10.3 Annual Treasurer's Statement Report - 2024
- 10.4 Repeal of Methadone and Medical Marihuana Licensing By-laws
- 10.5 Shared Micro-mobility Program – 2025 Season Pre-launch Update
- 10.6 Future Mississauga East-West Rapid Transit Corridor

11. ADVISORY COMMITTEE REPORTS

- 11.1 Road Safety Committee Report 2 - 2025 dated March 25, 2025
- 11.2 Mississauga School Traffic Safety Action Committee Report 2 - 2025 dated March 26, 2025
- 11.3 Governance Committee Report 2 -2025 dated March 31, 2025

12. CORRESPONDENCE - Nil
13. MATTERS PERTAINING TO REGION OF PEEL COUNCIL
14. COUNCILLORS' ENQUIRIES
15. OTHER BUSINESS/ANNOUNCEMENTS
16. CLOSED SESSION - Nil
(Pursuant to Section 239(2) of the *Municipal Act, 2001*)
17. ADJOURNMENT

Mississauga's Poets Laureate



Andrea Josic
2024 - 2026



Lisa Shen
2023- 2025

Mississauga's 4th Youth Poet Laureate



Lisa Shen Highlights 2023 - 2025

Mississauga's 4th Youth Poet Laureate



Lisa Shen Highlights 2023 - 2025

Love Letter for the City of Mississauga

Dear Mississauga,

You contain exactly four things:

elementary schools, middle-aged couples, babies,
and teenagers complaining about all of the above

There is nothing to do around here

I search karaoke near me Mississauga

and it points me all the way to downtown Toronto

I search gay bar near me and

Google returns me my own address (well-played)

Also, even if there were things to do, there is no way to get there

It takes me an hour and a half & three transfers to bus to a café a 15 minute drive
away

No one likes living here!

Like most, I have spent my entire life hating on this suburban dream.
Until I moved away
To the nightlife of a university town
And found myself missing the stillness of my second-floor bedroom,
the maple tree outside my window —
Human beings love to long for something
So I am sure that, were I raised someplace else,
like the blazing metropolis of some major city,
Then I would surely grow up longing for this suburban sprawl
hot summer sidewalk, evening sprinkler, picket fence,
an endless succession of soccer fields, sweat-drenched jersey, plastic jungle gym
playground sand emptied out of the shoe —
And maybe, when we say

I wish I lived somewhere else

what we are really saying is

I wish I could be someone else.

As if your lack of gay bars is the only thing holding me back
from the greenest grass in the neighborhood.

Look to your map to pin the blame of our unhappiness,
when all you did was give us an imperfect place to call home —

So Sauga —

This is my apology

This is my penance

This is my love letter

Sauga,

You cricket cries across summer grass

You driving past Pearson at sunset

You smoke sky after the fireworks show

There is beauty in what is not here

And now, when I return home

from my trips into the city

and all its blinking lights

And I lie in the same bed I did as a child

And it is just as quiet

And the maple outside my window is perhaps taller now, but rustles just the same

In that moment, I do not long for anywhere but right where I am

Love,

A girl who grew up in your fields

Mississauga's Youth Poet Laureate



Tahira Rajwani, 2025-2027

April

It has been a long Winter
But here, the snow gives way
The clocks move past this season of grey sky
April leaves forgiveness on our doorstep
For all the things we said in the cold

At dawn, sunlight gently wraps her rays
Against these suburban window panes
Coats come undone button by button
And how easy laughter becomes again
Without the weight of all these layers of uncertainty

Survival is always hardest in the dark
The night is always longest before the day
Summer is always a promise we are unsure
Will be kept another year

But how resilient we are
How forgiving
How practiced
At unfurling into this hope
At stepping into the light
Again

It is hard to remember sometimes
That better days are just a horizon away
This grief always feels so long
A winter solstice of ache

But look, we made it another
Season
Look, at how the blossoms reemerge
Look, at how all this doubt
Melts into the soil
And leaves only
Softness in its wake

Mississauga's Youth Poet Laureate



Tahira Rajwani, 2025 - 2027

National Poetry Month



The 6th Annual Poetry Slam, April 24th



BIRD
Canada

Hello, **Mississauga**



Most Experienced & Popular Micromobility Provider across Canada



+More Cities coming soon!

**Are cities Bird Canada was exclusively selected to operate*

- **Founded in 2019 and longest standing operator in Canada**
- **Generated over 7 million rides nationally**
- **Most popular choice for riders in all 23+ Canadian markets we operate in**
- **Prevented 2800+ tons of CO2 emissions since 2019**
- **Created 500+ jobs for Canadians**

Mississauga x Bird Canada

2024 Season Data

29,896

Unique Riders

86,260

Total Rides

296.3 K

KMs Travelled
By Riders

3.18 KM

Average Trip
Distance

26

Metric Tons of CO2
Saved

5.6 K

Liters of Gasoline
Saved

Bikes and Scooters Double Click

Rides Per Day

Rides

Avg Distance



1.15

78,928

3.49 KM



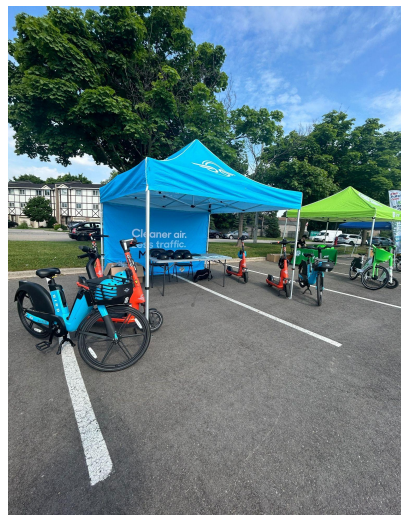
0.39

7,332

2.86 KM

Local Events

- ✓ Launch event
- ✓ Mississauga BikeFEST
- ✓ Mississauga's Community EV Day
- ✓ Jack Darling Park Canada Day
- ✓ Cooksville SNAP Open House
- ✓ Mississauga Miway Event
- ✓ Pop up at Rivergrove Park



Upcoming Events

Date	Event*
Tuesday, August 13th	Erindale Park
Wednesday August 28th	Lake Aquitaine
Wednesday, Sept 4th	Port Credit Memorial Park

When Residents Ride

- Peak hours are 6-10PM
- Current ride behaviour indicates a use case where riders are running errands after work or are commuting home after a shift

SUM of rides Hour of Day	Day of Week						
	1- Monday	2- Tuesday	3- Wednesday	4- Thursday	5- Friday	6- Saturday	7- Sunday
0	414	292	267	216	246	505	655
1	260	189	175	149	149	359	415
2	156	85	113	77	71	269	310
3	97	68	60	39	26	100	103
4	48	35	20	30	25	42	102
5	21	15	19	16	27	39	44
6	36	28	20	24	29	39	30
7	36	36	45	43	31	27	37
8	34	50	38	38	55	29	50
9	78	66	48	51	71	55	80
10	94	67	55	70	85	90	113
11	161	80	59	97	123	141	173
12	192	131	124	110	110	166	230
13	205	151	121	180	159	228	297
14	298	235	161	198	203	288	311
15	289	218	168	206	296	346	372
16	325	268	213	304	228	389	423
17	358	320	231	327	266	501	549
18	484	383	319	377	291	549	619
19	605	495	398	472	435	718	850
20	687	621	451	573	538	832	913
21	669	591	477	587	624	811	865
22	596	533	411	513	596	777	645
23	506	404	314	359	595	800	576

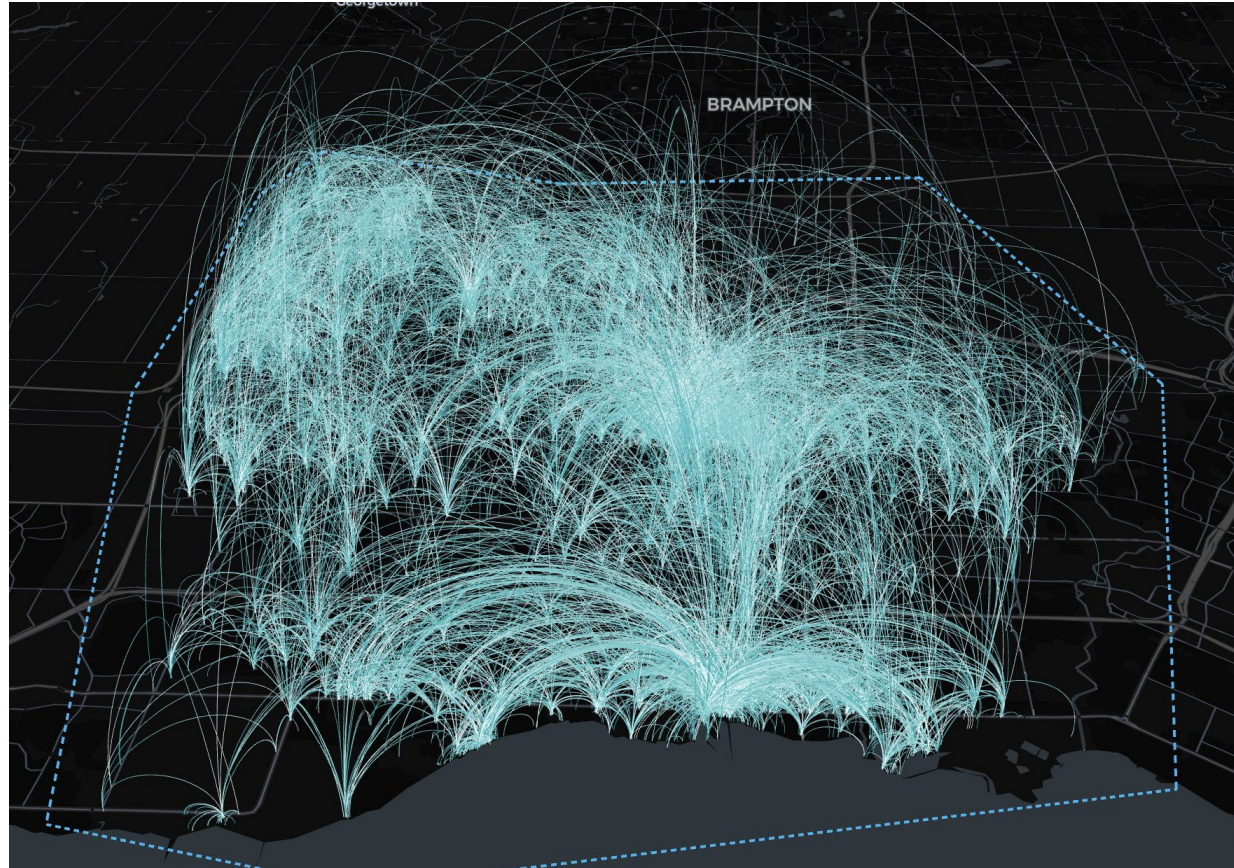
Where Residents Ride

- Bird riders flock to bike lanes as major distance corridors where they are available (i.e. Mississauga Rd to get from neighbourhoods into Port Credit)
- Micromobility can serve the City of Mississauga by helping determine bike lane infrastructure prioritization
 - Sidewalk riding tech helps us ensure proper behaviour, but is also a symptom of discomfort with road conditions



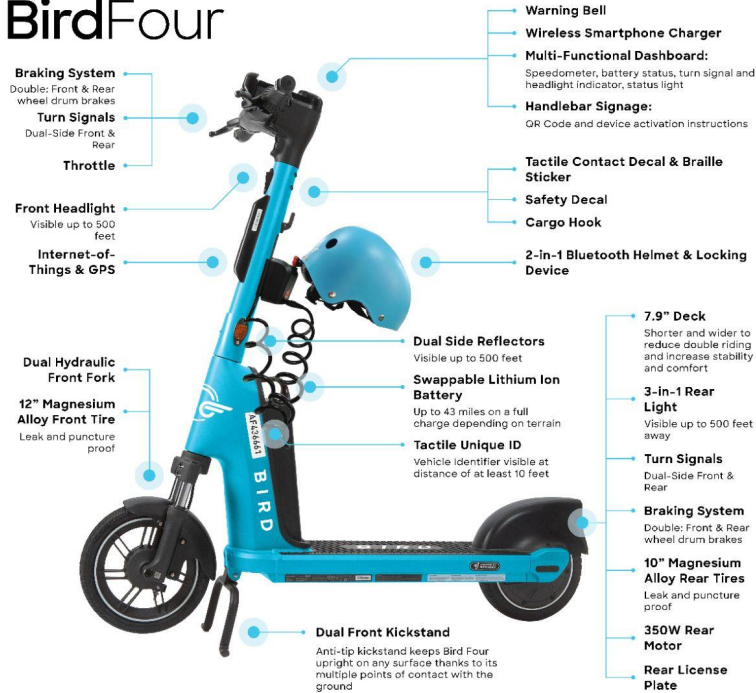
Commuting Behaviours

- Most rides start 1KM around City Hall, then Port Credit, then Churchill Meadows / Meadowvale area
- Rides then go all throughout the city! It's awesome
- There is some intra neighbourhood commuting but many rides go great distances (Port Credit to Downtown and vice versa, and downtown to Churchill Meadows)



Introducing Bird Four

BirdFour



TACTILE CONTACT DECAL



BRAILLE STICKER



SAFETY DECAL



Dimensions

47" x 22" x 48"

Weight

71 lbs

Payload Capacity

220.5 lbs

QR CODE



2-IN-1 BLUETOOTH LOCK & HELMET



REAR LICENSE PLATE



TACTILE UNIQUE ID

48 Point Font



Device Requirement	Confirmation
Two wheels (one in front and one in back) and brakes	
Platform to stand on	
Handlebar for steering	
Electric motor that does not exceed 500 watts	
Maximum speed of 24 km/h on a level surface	
Maximum weight of 45 kg	
Horn or Bell	
At least one white light on front, one red light on rear and reflective material on sides	
A maximum wheel diameter of 17 inches	
No pedals, seat, or basket	
On-device Helmet (Required for riders under 18 years of age)	

BirdBike

City Safe & Street Smart:

Designed uniquely for ride share, the Bird Bike is a Class 1 Pedal Assist E-Bike that's IOT connected and built to comply with local rules and regulations.

SPECS

720Whr Swappable Battery (IP67 Rated)

Max 20% Grade Hill Climb

Class 1 vehicle 250W Motor, 47N.m net torque



Integrated cable lock

Convenient storage basket

Extra bright head & tail-lights

IoT Connectivity

Remote motor deactivation,
power and speed limitations

Robust vehicle diagnostic system
to ensure safe riding.

Industry Leading Security
(GSM and BLE 4.1)

Lock/Unlock; haptic and
alarm sounds

Dual Hand Brakes

Durable and Safe
Drum Brakes

Large, Easy to Read display

Bird Vehicle Location Services (VLS)

Multi-mode geolocation (GPS,
GLONASS, BDS)

Swappable Battery

60km / 37mi per charge, IP67 Rating

Extra bright head & tail-lights

250W Motor

15.5 mph top speed

High Performance Materials

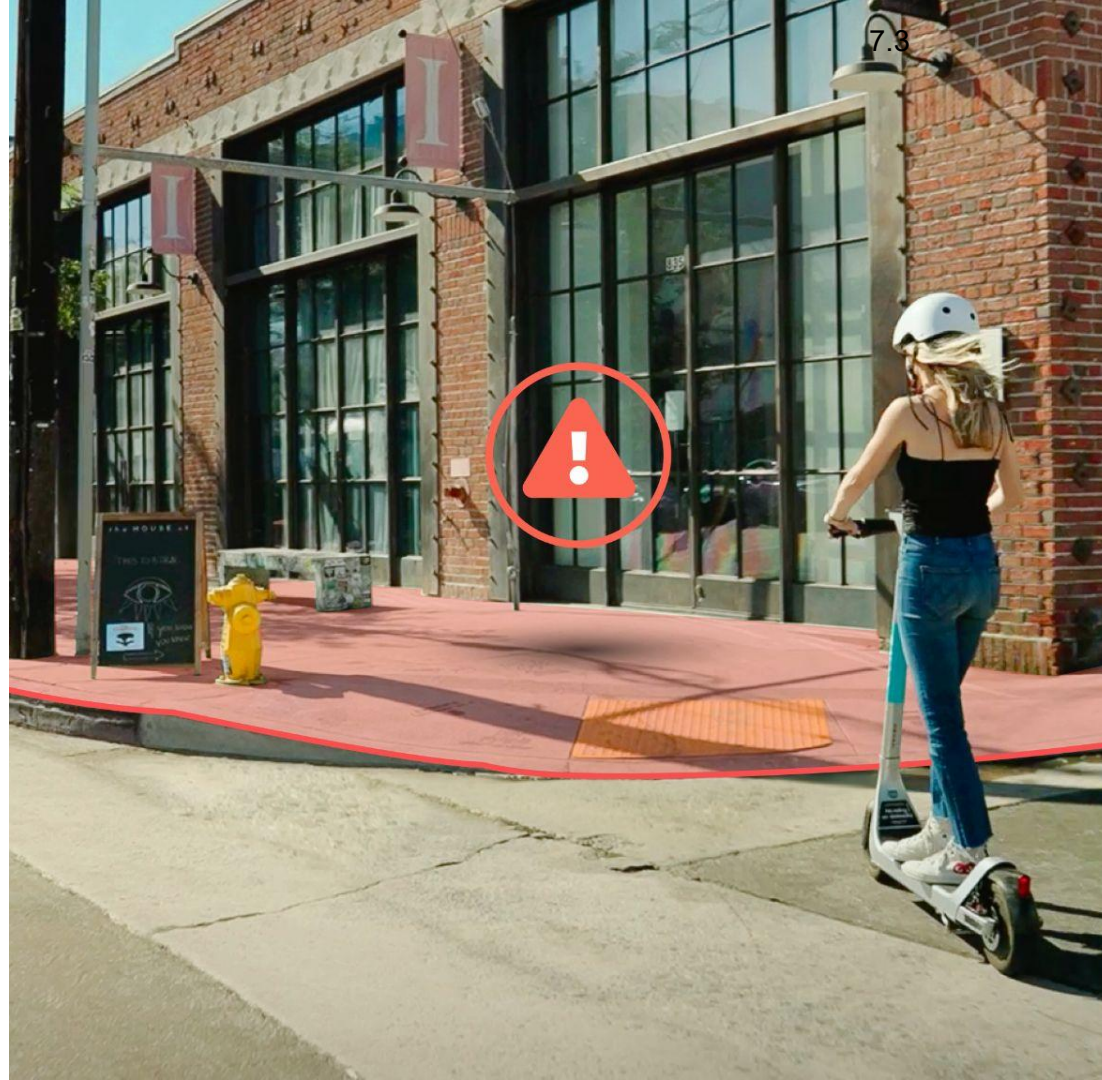
Aerospace grade aluminum alloy

26 inch pneumatic tires

Security & Tip Detection

Unlicensed movement
and tip over detection

Smart Sidewalk Protection



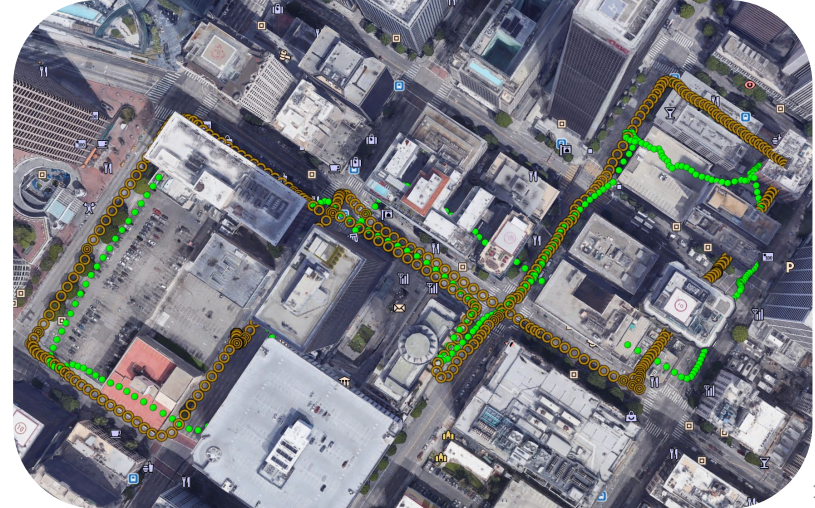
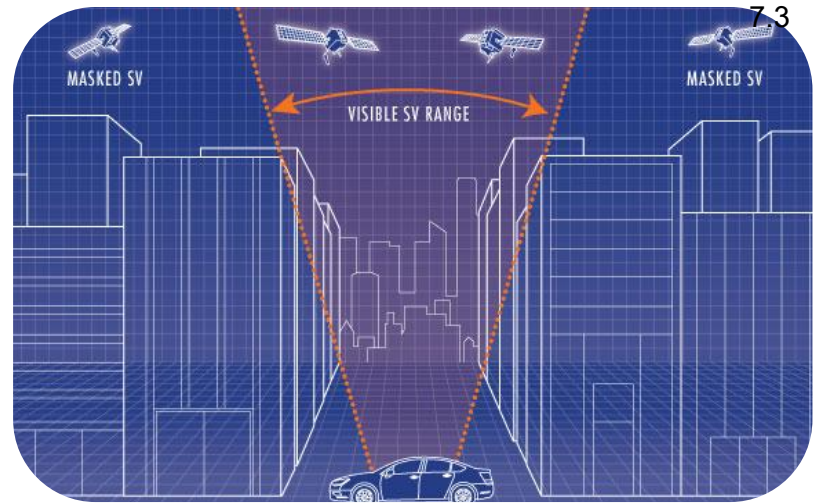
Sidewalk Riding Detection

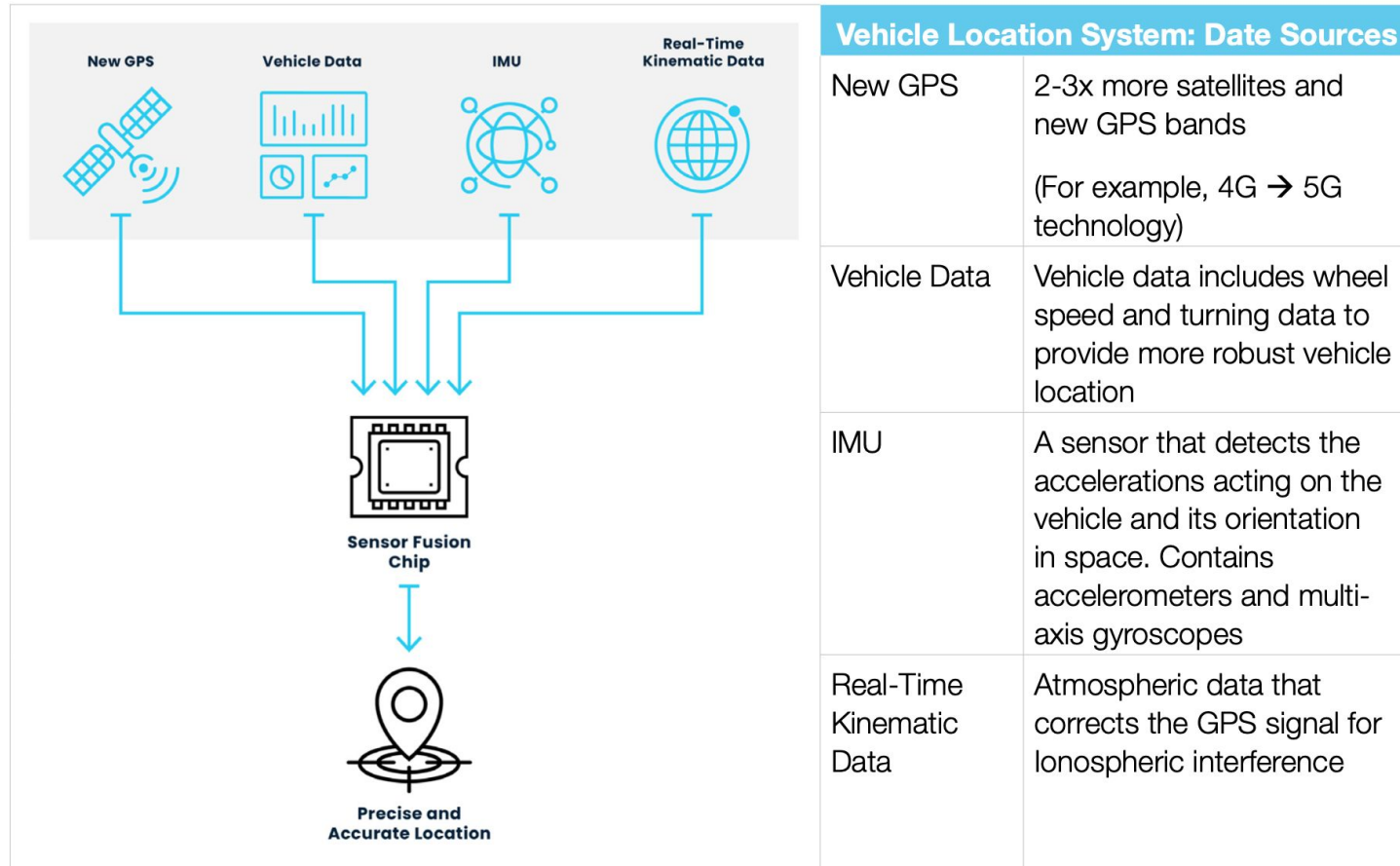
GPS can create blind spots, making it difficult to detect riding on footpaths and hard to stop as it's happening.



Introducing: The Sensor Fusion Microchip

Bird uses a proprietary microchip which fuses real time data about the vehicle (e.g. wheel speed, turning history), with GPS signals to provide richer, more robust vehicle location information and position.





We slow down faster

Cloud delays from GPS data make it difficult to enforce geozones – We have a solution.

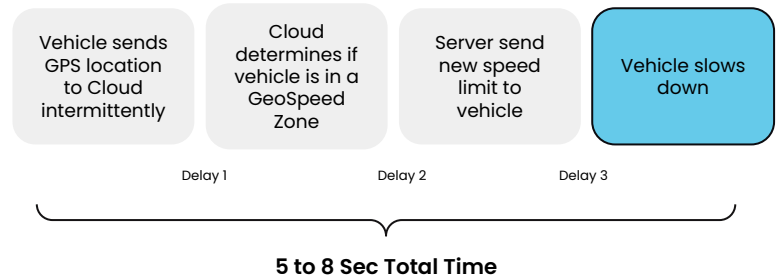


All New: Advanced Vehicle Location System

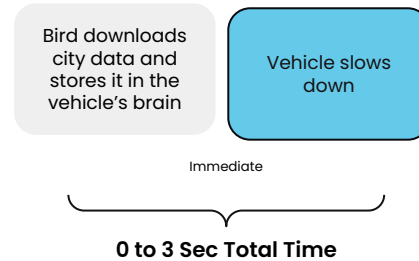
Our **Vehicle Location System** (VLS) combines downloaded map data with real-time data processing to speed up reaction time up to 4x standard technology.



Standard Technology



Bird's Geospeed Technology



Smart Geofencing



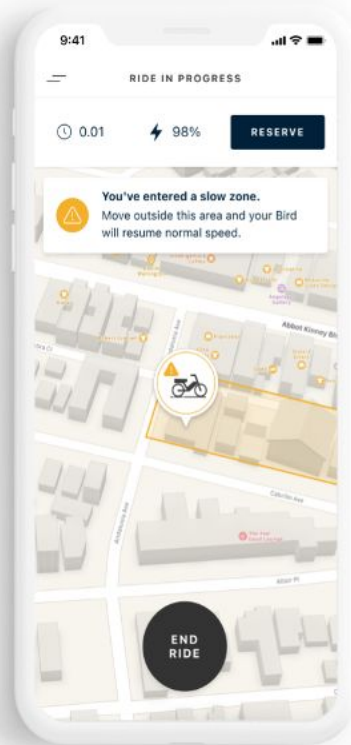
Geo-zone technology

All vehicles are tracked with GPS.

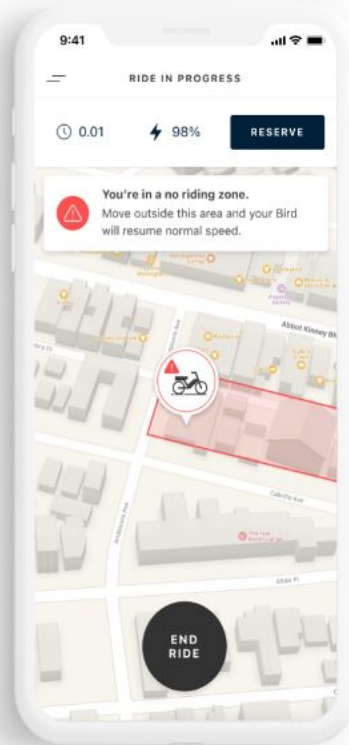
When riders enter a designated geo-zone, vehicles follow set rules.

Vehicles will slow down or stop, and riders are notified by a vehicle sound and an in-app notification.

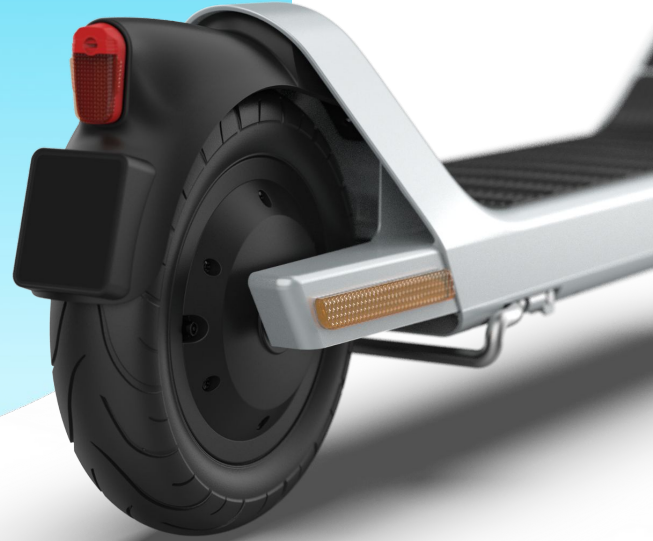
Slow Zone



No Ride Zone



Thank you.



Pat Graham, General Manager
Austin Spademan, Head of Government Partnerships

Lime Mississauga

City Council | April 2025



A world map composed of a grid of small dots. Numerous green location pins are scattered across the map, with a higher concentration in North America and Europe. The text is overlaid on the map.

Lime is the world's largest shared electric vehicle company, with operations in 200+ markets around the world

 Lime is the only operator that designs, engineers, and builds all our vehicles in house - with safety and sustainability in mind ^{7.4}

Gen4 E-Scooter



Key Features: 1. Swept handlebars | 2. LimeVision+ | 3. Lime Lock | 4. Strong aluminum frame | 5. Larger wheels and pneumatic tires | 6. Tap-and-ride wireless connectivity | 7. LED screen | 8. Swappable battery | 9. Dual bicycle-style handbrake | 10. Lower center of gravity | 11. Double kickstand for increased stability while parked | 12. Helmets on vehicle

Gen4 E-Bike



Key Features: 1. Adjustable seat | 2. Wheel lock | 3. Unique ID | 4. Dual braking system | 5. Kickstand | 6. Attached helmet | 7. Cargo basket | 8. Lights and reflectors | 9. All-weather tires | 10. Swappable battery

Safety is our top priority: 99.99% of trips conclude without incident



Lime In Mississauga

34K+

Trips

96K+

Distance Travelled
(kilometers)

19.5K+

Unique Riders

75K+

Saved CO₂
(kilograms)

Lime is committed to supporting and hosting local community events in Mississauga, with 26 attended so far 7.4

Lime in the Community




❤️ 207 💬 5 🚩 21

👤 Liked by [carriecarrieg](#) and [others](#)
theglemovement Fri-day Ride Day is always a VIBE.

The GLE Fam met up at the MCC nice and early to claim their @lime scooter for a free ride to school.

Notes/Source(s): © 2025 Lime



 Port Credit BIA
July 26 at 5:37 PM · 🌐

Curious about the new mobility devices #INThePort?

Port Credit BIA invites you to the Port Credit Farmers Market on July 27, 2024 from 8:00 a.m. to 2:00 p.m. to meet one of the mobility devices providers.

Lime will be at the Market to provide info, answer questions, provide safety tips, and gather feedback from the community... See more





Roughly **8%** of Lime riders have a temporary or permanent disability – programs like **Lime Assist** help residents get around ^{7.4}

Lime Assist Program Overview




Adapted Vehicles on Demand: Our Lime Assist program allows riders with mobility challenges to reserve an adapted vehicle for up to 24 hours—**free of charge**. Delivery, pickup and training are included for a seamless experience.

Guided by Experts: Lime has worked with Access2Accessibility to launch our Lime Assist program for Mississauga residents.

Lime believes in **mobility for all**. We have created dedicated **affordability and equity programs** in Mississauga

Lime Access Program

Lime Access Program is our industry-leading affordability program offers **discounts to all equity-seeking groups**. Lime collaborates with Peel Multicultural Council and Seva Food Bank **facilitate direct enrollment for automatic access.**

 Are you eligible for discounted rides? now
Getting around can be expensive, which is why Lime Access is available in Edmonton. Tap to see if you're eligible for 50% off rides!

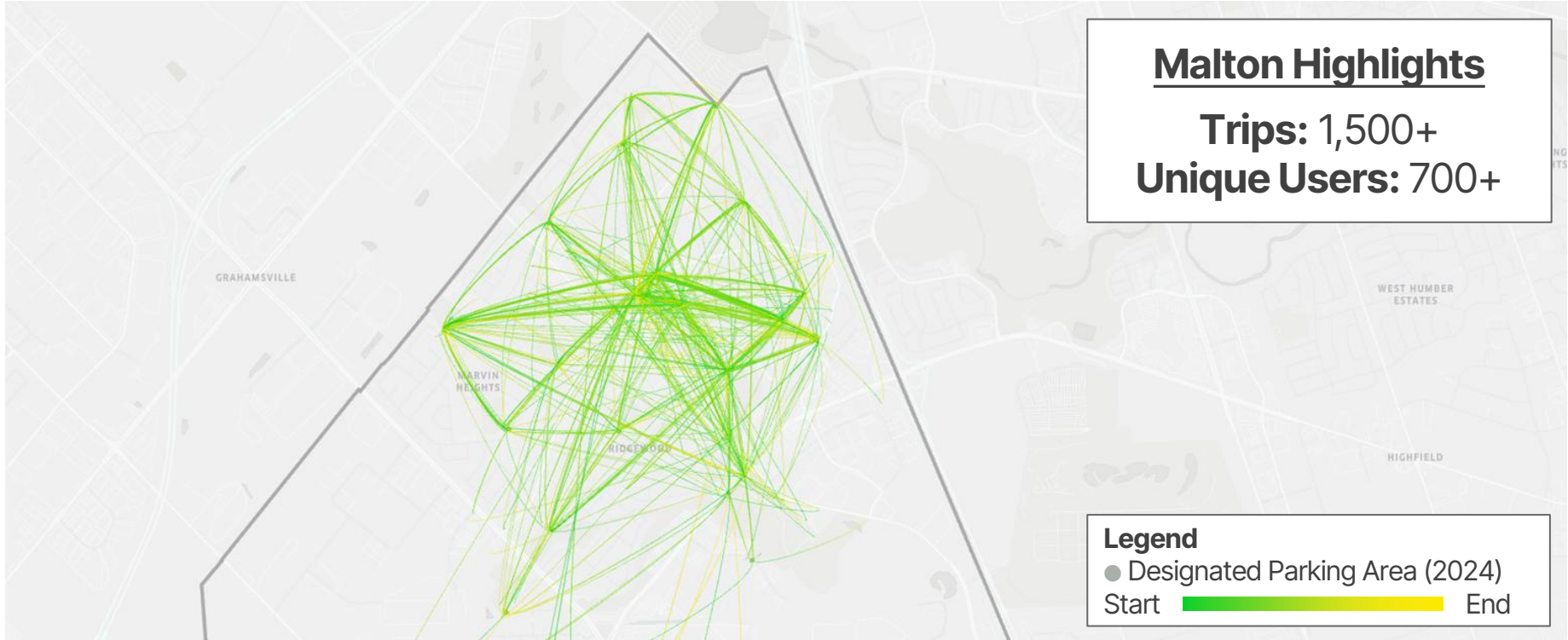
Lime Hero Program



Lime Hero is our **community empowerment program** that allows riders to round up the cost of their rides to support **Seva Food Bank**.

Lime was responsive to feedback from the City delivering on a request for increased and consistent deployment in Malton

Lime in Malton | Trip Origin → Destination



Lime invested in the **Winter Riding Pilot** to keep Mississauga moving **safely and affordably** all year round

Lime Winter Riding Pilot

Upgraded Winter Tires with improved grip and stability on snowy or wet surfaces.

Reflective Sticker for increased visibility.

Riding Safety Education providing practical tips for navigating winter conditions.





We look forward to continued collaboration with the City and members of the community to **improve our service in 2025**

Goals for Lime's 2025 Season in Mississauga

- **Parking**
 - Reduce friction with customers and non-customers by working with the City to create a clear and comprehensive parking system.
 - Implement Lime's signature parking campaigns which reward customers for good parking etiquette.
- **Equity:** Increase awareness of Lime's Equity Programs (Lime Hero, Assist and Access)
- **Community Engagement:** Continue providing hyper-local support at community events across Mississauga
- **Transit Connectivity:** Work with Metrolinx to better co-locate vehicles near transit hubs

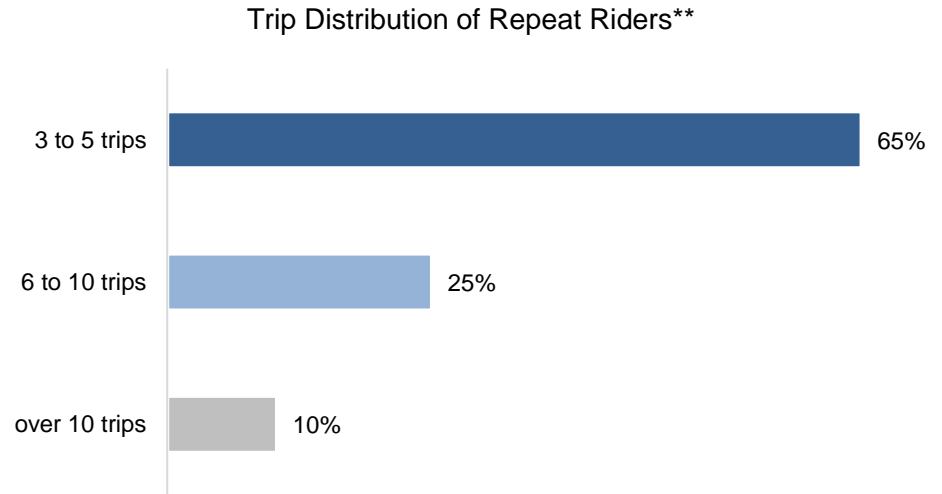
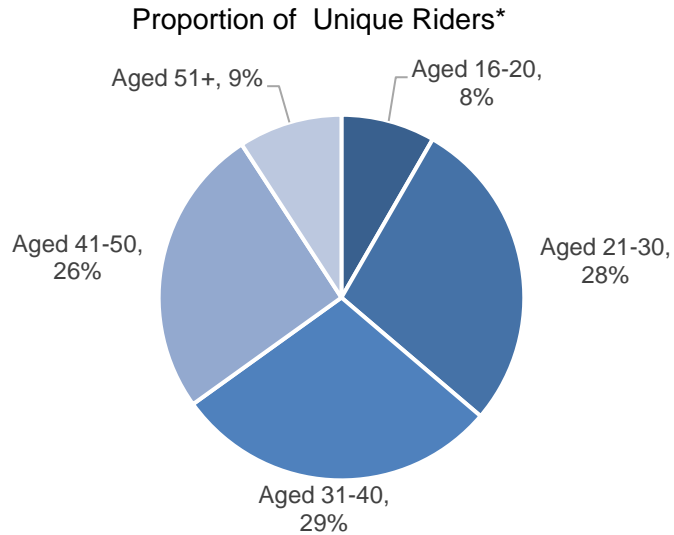
Thank you.



Shared Micro-mobility Program

2025 Season Pre-launch Update
Spring 2025

Rider Profile Analysis



* Bird Canada data only

** Data in the chart does not capture cross-provider trips

Top Origins and Destinations

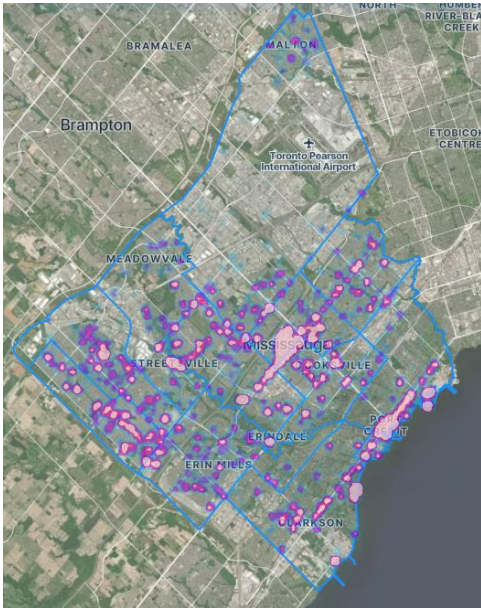


Image Source: Vianova Platform

- Riders utilized the Program to :
 - **Access transit:** concentration of trips observed at City Centre Transit Terminals, Mississauga Transitway Stations, GO Stations, MiWay express bus stops.
 - **Shop locally:** Square One and Erin Mills Town Centre are top destinations; about 13% of all shared micro-mobility trips arrived in an BIA.
 - **Stay active:** Jack Darling Memorial Park and Lakefront Promenade remained hot spots throughout the season.

Parking Model Changes

Parking Stations will be introduced in 2025.



Tier 1:
Bike rack and bike
corral-style stations

Tier 2:
Flex post and line-
marked parking
stations



Tier 1 and 2 locations can house over 1,200 shared micro-mobility devices.

Tier 1 Parking Station



Image 1: Assembled E-scooter and E-bike Corral



Image 2: A rendering of Bike Rack Style Parking Station, with pavement tape and Flex Post

At all parking stations, a combination of both geo-fencing and physical infrastructure is used to ensure rider compliance, when ending their trips.

Tier 2 Parking Station

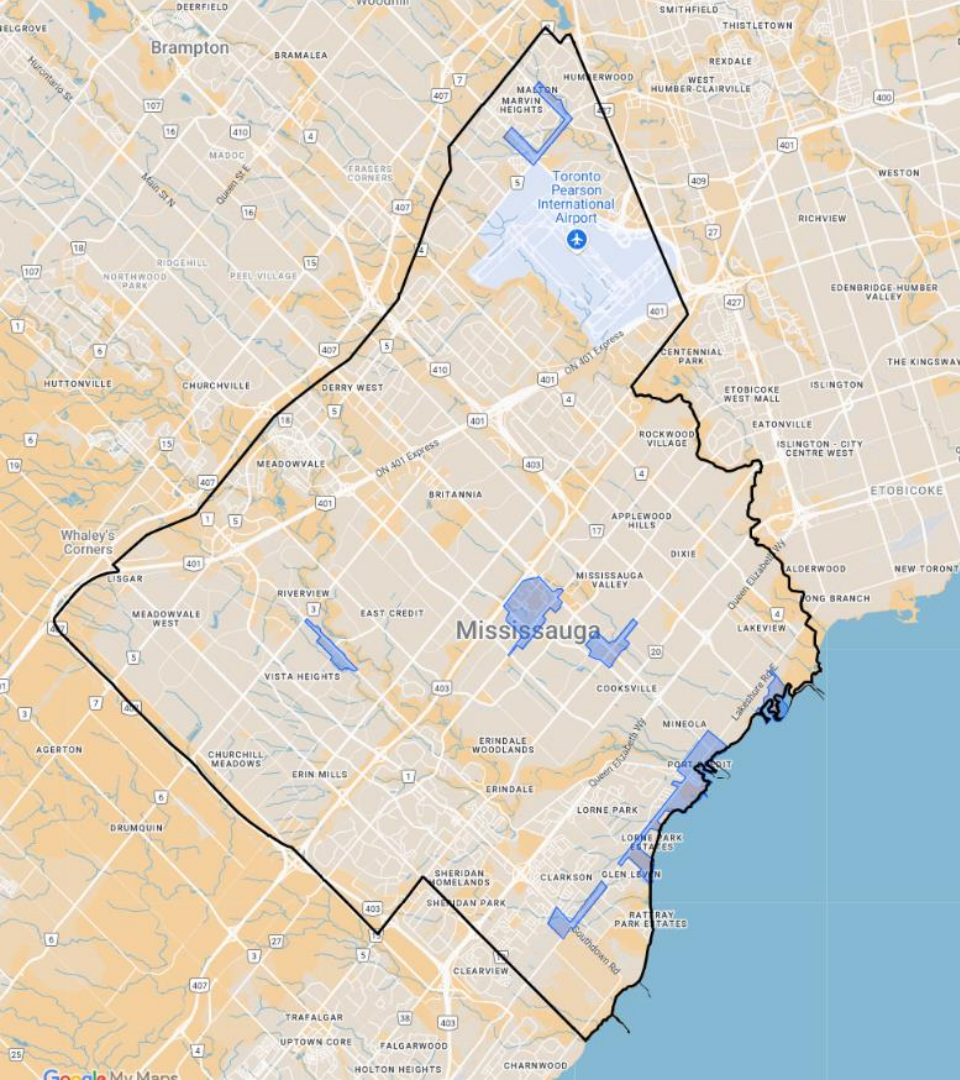


Image 1: Line Marking Style Parking Station



Image 2: Rubber Mat Style Parking Station

The "lock-to" requirement for ending trips will be removed to ensure consistent parking requirements at all parking locations.



Parking Model Changes ^{7.5}

Parking Zones will be introduced in 2025.

Mandated Parking Only Zones:

City Centre, Five Business Improvement Areas, and Lakefront Promenade district have been designated as MPO zones. Users can only return devices to designated physical infrastructure in these zones, ie Tier 1 or Tier 2 parking stations.

Free-floating Zone:

Outside of MPOs, riders will have access to Tier 2 parking stations and have the flexibility to park closer to their final destinations. Service Providers will have preferred parking locations marked in their apps to guide users to end their trips at established locations from the 2024 season.

Legend:

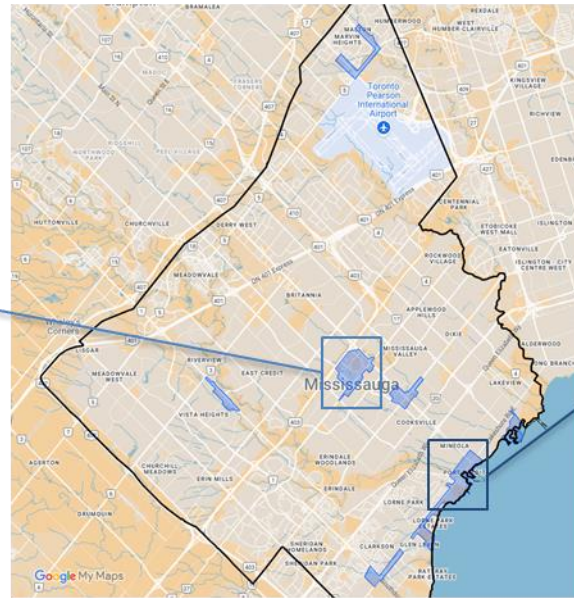
 Mandated Parking Only (MPO) Zone  City Boundary

Mandated Parking Only (MPO) Zones

Parking stations are provided at optimal density within MPO Zones



City Centre MPO Zone



Mandated Parking Only (MPO) Zones
P Designated Parking Stations



Port Credit MPO Zone

Service Levels

Type of Non-Compliance	Mandated Response Time
Device obstructing dedicated transit lane or LRT track	ASAP – must contact MiWay no more than 15 minutes after notification
Device obstructing emergency / fire area	No more than 30 minutes after notification
Device obstructing bus, vehicle or bicycle lane	No more than 60 minutes after notification
Device obstructing pedestrian path of travel	No more than 60 minutes after notification
Device obstructing City maintenance vehicles	N/A, enforced as required per occurrence
Device parked outside of a designated parking zone, not blocking any paths of travel	Not more than 10 hours of occurrence
Device parked on private property without an agreement, not blocking any paths of travel	No more than 60 minutes after notification
Activity in no-ride zones; devices parked or abandoned in a no-ride or no-park zone	N/A, enforced as required per occurrence

Rider Violations



Operator Interface

Operational Alerts	Description
Parking	Birds in a no-parking zone.
Downed Birds (Tip Detection)	Birds that have been tipped over.
Marked for Inspection	Birds manually flagged for inspection through Community Mode or by our on-the-ground teams.
Clutter	Too many Birds parked near each other.
City Complaint	Any issue reported by City officials.
Rebalancing	Birds in need of rebalancing (idle and/or not likely to get a ride in the next 4 hours).
Charging	Birds in need of charging (less than 15% battery remaining).
Maintenance	Birds in need of maintenance (triggered by kilometre thresholds or diagnostic sensors).

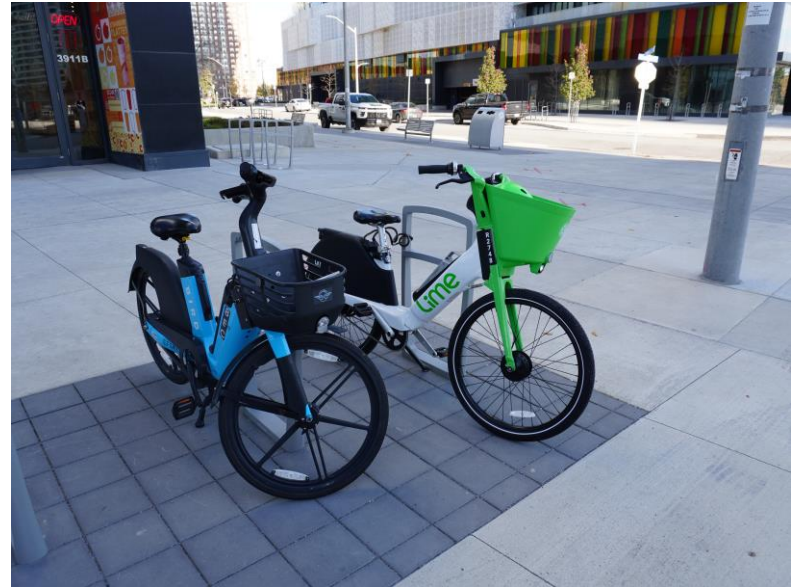
Screenshot: Service Provider Operation Alert

- Among over 120,000 trips completed during 2024, service providers issued a total of 4,356 warnings for all types of rider violations, indicating over 96% overall compliance rate.
- Among all warnings, only 372 riders were further escalated to fines as repeat offenders.
- For 2025 season, both service providers will double their fines to \$20.
- Zero tolerance for dangerous riding behaviour, including double-riding and underage riding.

Proactive Monitoring and Evaluation

For the 2025 season, staff will

- Conduct bi-weekly in-field auditing between May and August
- Conduct real-time monitoring through Vianova platform
- Measure program achievements using the Monitoring and Evaluation Framework and KPI metrics
- Opportunity to add additional parking stations over time



Engagement and Education



Business Improvement Associations (BIA)

City Staff and service providers will continue engaging with BIAs and seek more opportunities for the Program, service providers, and BIAs to further collaborate.

Local School Boards

Staff are working with local school boards to launch an educational campaign informing students and parents about the minimum e-scooter riding age of 16 and other safety regulations.



Community Events

City staff, Bird and Lime will attend community events, host pop-up booths on City trails and at City facilities to educate residents on “Share the Trail” etiquettes and deliver program information.

Questions

Matthew Sweet, Manager, Active Transportation
matthew.sweet@mississauga.ca

Eric Zhao, Active Transportation Coordinator
eric.zhao@mississauga.ca

Future East- West Rapid Transit Corridor

General Committee

April 9, 2025

On July 31, 2024, City Council adopted resolution 0138-2024 stating:

That staff be directed to prepare a report for Council's consideration, before year end, to review preferred east-west LRT corridor options for the City.



Transit and Road Infrastructure Plan - Study Directions 7.6



Support the City's Climate Action Plan



Move People and Goods More Reliably



Implement More Transit Priority Corridors



Expand Infrastructure to Ensure Equitable Access



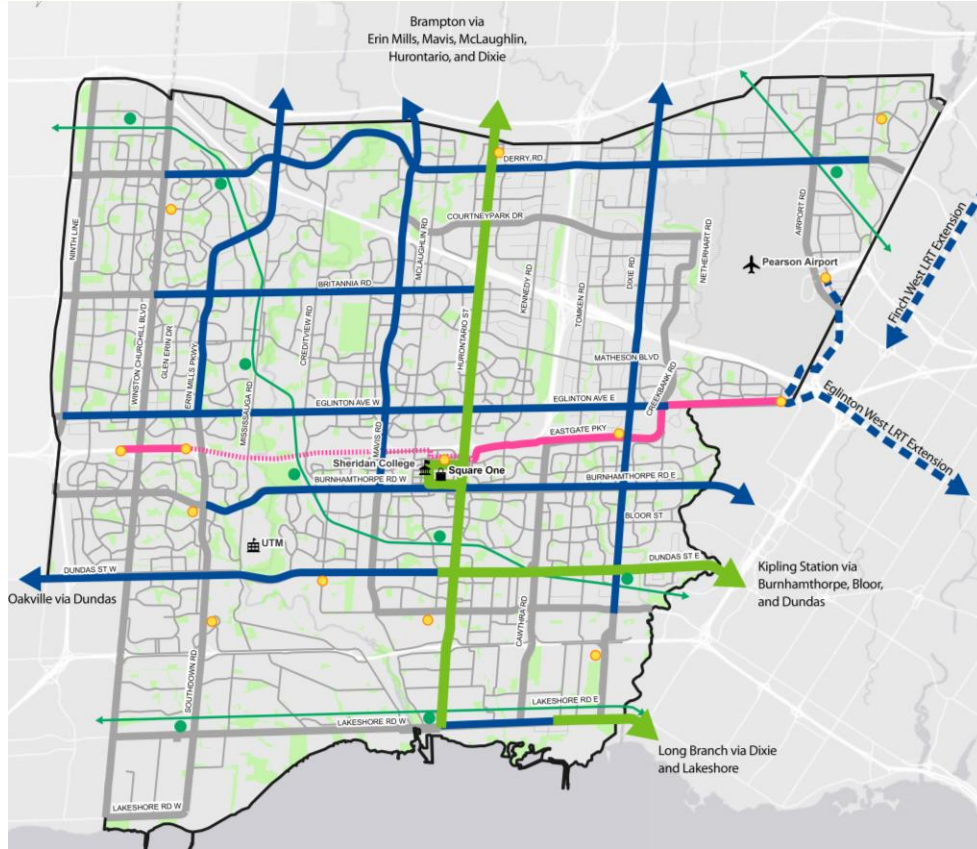
Support Mississauga's Vision Zero Initiative



Provide a Connected, Integrated Transportation System

Recommended Transit Network

7.6



Legend

- Mississauga Boundary
- University of Toronto Mississauga
- Square One
- Pearson Airport
- Sheridan College
- Parks
- Road Classification**
- Arterial
- Collector
- Transit Items**
- GO Rail
- GO Station
- Major Terminal
- Mississauga Transitway (Dedicated Lanes)
- Mississauga Transitway (Mixed Traffic)
- Higher-Order Regional Transit Connections
- Current Rapid Transit Projects (Dedicated Lanes)
- Transit Priority 1 (Dedicated Lanes)

Top 3 East-West Rapid Transit Corridors

7.6

Derry Road

Eglinton Avenue

Burnhamthorpe Road



Legend

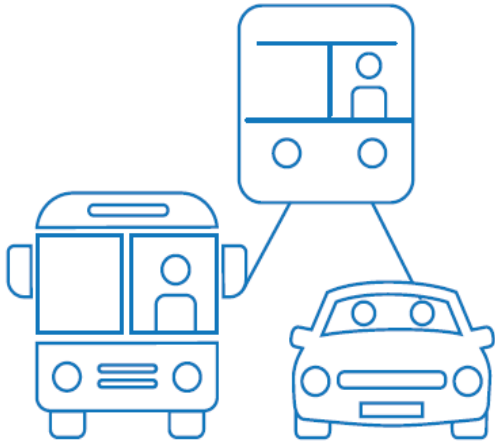
- Mississauga Boundary
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- Current Rapid Transit Projects (Dedicated Lanes)
- Transit Priority 1 (Dedicated Lanes)

Derry Road – Next Rapid Transit Corridor

7.6



- Would connect to the Hazel McCallion LRT, the Malton GO Station, Westwood Mall, and potential connections to Pearson Airport
- Scores high on transportation equity and has high projected future ridership
- Derry Road is currently the third busiest transit corridor in the City, behind only Hurontario Street and Dundas Street, while also being the most overcrowded corridor in the MiWay network in 2024.
- Derry Road helps connect large employment areas, allowing rapid transit access to businesses and jobs



Next Steps for Derry Road:

- Currently the City is undertaking a research study reviewing how we can integrate a complete street / multi-modal approach with a goods movement / truck corridor.
- A corridor Transportation Master Plan will be initiated by the City for Derry Road later this year. The Transportation Master Plan will:
 - Identify opportunities and constraints along the corridor;
 - Determine the appropriate transit technology (LRT vs BRT) for the corridor;
 - Explore connections to transit hubs along the corridor such as Westwood Mall Transit Terminal, Malton GO Station and Meadowvale Transit Terminal;
 - Explore interregional transit connections into neighbouring municipalities; and,
 - Detail an implementation plan (including direction on short, medium and long-term solutions).
- Include Derry Road on the list of the City's transit priorities.

City of Mississauga
Corporate Report



<p>Date: March 3, 2025</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Geoff Wright, P.Eng, MBA, City Manager and Chief Administrative Officer</p>	<p>Meeting date: April 9, 2025</p>

Subject

2024 Year End Reserves and Reserve Funds Report

Recommendation

- That a new Discretionary Reserve Fund entitled "Building Services Reserve Fund" (#35601) be created to stabilize revenues related to building services.
- That the balance of \$11,485,290.27 be transferred from the Reserve for Building Permit Revenue Stabilization (#30161) to the new "Building Services Reserve Fund" (#35601).
- That the Reserve for Building Permit Revenue Stabilization (#30161) be closed.
- That \$1,023,974.93 be transferred from the Special Holding Reserve Fund (#35589) to the Fiscal Stability Reserve (#30125).
- That a new Reserve Fund entitled "Churchill Meadows Tennis Facility Fund" (#35534) be created for the provision of funds for the capital repair and refurbishment of the Tennis Facility.
- That the North West Park Pool Reserve Fund (#35588) be renamed to "Churchill Meadows Pool Reserve Fund".
- That all necessary required by-laws be enacted.

Executive Summary

- Reserves and Reserve Funds (R&RFs) balances have decreased by \$6.7 million (net of committed funds) from 2023 year-end to 2024 year-end.
- Adjustments are proposed for the Fiscal Stability Reserve and Special Holding Reserve Fund.
- A new reserve fund is proposed to manage the surplus and or deficits pertaining to the Building Service Fees
- A new reserve fund is proposed for the provision of funds for capital repair and replacement of the Tennis Facility at the Churchill Meadows Community Centre and

Mattamy Sports Park.

- Five Reserve Funds were closed in 2024 through Council approved Corporate Reports (By-law #0077-2024).

Background

Reserves and Reserve funds (R&RFs) are created to assist with long-term financial stability and financial planning. By maintaining R&RFs, the City can accumulate funds for future needs or contingent liabilities, a key element of sound long-term financial planning practices. R&RFs also provide stability in times of unexpected shifts in revenues and expenditures. Credit rating agencies consider municipalities with higher reserve balances more advanced in their financial planning. R&RFs are maintained to:

- Provide stability in the face of variable and uncontrollable factors (e.g., growth, interest rates, and changes in subsidies) and to ensure adequate and sustainable cash flows
- Provide financing for one-time or short-term requirements without permanently impacting tax rates
- Make provisions for replacement of capital assets to sustain infrastructure
- Provide flexibility to manage debt levels and protect the City's financial position and
- Provide for future liabilities

Discretionary Reserves are established at the discretion of Council, often as part of an overall strategy to fund programs or special projects. Discretionary Reserves are generally used to mitigate the impact of fluctuations in operating costs and revenue. Examples of reserves currently used to mitigate budgetary fluctuations include the Reserve for Winter Maintenance and the Fiscal Stability Reserve. At the City, interest is not allocated to reserves.

Discretionary Reserve Funds and Obligatory Reserve Funds are established by Council for a specific purpose (e.g. Development Charges and Federal and Provincial Gas Tax). They contain funds that have been set aside as directed by a requirement of provincial or federal legislation, or by a decision of Council. Examples of projects include funds for conducting major repairs, renovations or rehabilitation of buildings or large equipment; acquiring new assets; and the lifecycle replacement of older city assets. Interest earned on these reserve funds must be allocated to the reserve fund that earned the interest.

Comments

Opening and Closing of Reserves and Reserve Funds in 2024

No new Reserve Funds were established, and the following five Reserve Funds were closed in 2024 through Council approved Corporate Reports (By-law #0077-2024)

- 1) Safe Restart Municipal Reserve (#30150)
- 2) Safe Restart Transit Reserve Fund (#30151)

- 3) COVID 19 Recovery Funding Municipal Reserve Fund (#30152)
- 4) Development Charges – Hershey Debt (#31347)
- 5) Discretionary DC Exemption Reserve Fund (#35600)

Amendment of Reserve and Reserve Funds

Housekeeping Changes

- **Renaming North West Park Pool Reserve Fund (#35588)**

A housekeeping change in Reserve and Reserve Fund By-law #0184-2022 is needed to rename the North West Park Pool Reserve Fund to “Churchill Meadows Pool Reserve Fund” to accurately reflect its location and purpose, ensuring clarity in financial reporting.

Transfers

- **Special Holding Reserve Fund (#35589) to Fiscal Stability Reserve (#30125)**

The Special Holding Reserve Fund (#35589) was established by Council in 2017 via Resolution #0212-2017. The purpose of this reserve fund is to capture year-end operating surplus contributions to be directed to future initiatives.

An initial deposit of \$2.9 million was transferred from the 2017 year-end surplus as an estimated amount equivalent to the City’s development charges relief for 174 Region of Peel affordable housing units located at 360 City Centre Drive. It was later determined that the actual development charges relief was \$2.3 million. The difference of \$0.6 million inclusive of interest earned is recommended to be returned to the Fiscal Stability Reserve (#30125).

Similarly in 2022, a transfer of \$0.5 million was transferred to the Special Holding Reserve Fund (#35589) as a one-time transfer to fund DC incentives which is no longer required due to the dedicated transfer to the special holding reserve fund through the operating budget. Thereby, it is recommended that \$0.5 million for this transfer be returned to the Fiscal Stability Reserve (#30125).

Request to Open / Close Reserve and Reserve Funds

- **“Building Services Reserve Fund” (#35601)**

The City collects various types of fees related to Building services. The Building Permit Revenue Stabilization Reserve (#30161) was created to offset fluctuations in permit revenues. Currently, the Building Permit Revenue Stabilization (#30161) is a Reserve under By-law 0184-2022 and does not require the segregation of money or assets, thereby allowing the use of the balance remaining in the reserve to be used to “top-up” or transferred to other reserves and reserve funds. Reserve funds, however, require a segregation of funds which are restricted to meet a specific purpose of the reserve fund as noted in the City’s *Reserves and Reserve Funds Management Policy 04-06-09*.

After consulting with the City's legal counsel on the permissible uses of building permit fees and management thereof, it is recommended that going forward any surplus of building services revenue, if any, after covering associated costs, be kept in a segregated reserve fund. A new discretionary reserve fund is to be created entitled "Building Services Reserve Fund (#35601) and the remaining uncommitted balance of \$11,485,290.27 in Reserve #30161 be transferred to this new reserve fund. The Building Permit Revenue Stabilization reserve #30161 will then be closed.

- **"Churchill Meadows Tennis Facility Fund" (#35534)**

A new Tennis Facility comprised of seven new tennis courts were developed within the Mattamy Sports Park at the Churchill Meadows Community Center. To manage the Tennis Facility, the city has entered into a commercial lease agreement with Premier Racquet Clubs Mississauga Corp. who would be responsible for operating the tennis clubs over the duration of the lease.

The city has paid for and installed a portion of the leasehold improvements and will recover \$1.25 million from Premier Racquet Clubs through annual capital recovery of \$0.25 million over five years. Additionally, there is an annual lease payment schedule that is anticipated to recover \$2.3 million over the life of the lease agreement.

Thereby, a new discretionary reserve fund is to be created entitled "Churchill Meadows Park Tennis Facility Fund" (#35534) for these contributions which would be used towards the capital repair and refurbishment of the Tennis Facility.

2024 Year-End Balances and Significant Changes from 2023

As at December 31, 2024, City staff managed 102 R&RFs with a consolidated 2024 year-end balance of \$1,057.7 million (net of committed funds). The total balance of R&RFs has decreased by \$6.7 million (net of committed funds) from 2023 to 2024. Table 1 summarizes all operating and capital R&RFs. R&RF balances are managed on an individual basis. Appendix 1 provides a more detailed listing of each R&RF.

General Committee	2025/03/03	5
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Table 1. Reserves and Reserve Funds – Position (net of committed funds) (\$000s)

	<u>Year End 2023</u>	<u>Year End 2024</u>	<u>\$ Change in Balance</u>	<u>% Change in Balance</u>
Obligatory R&RFs				
Development Charges	231,509	195,081	(36,428)	(16)%
CIL Parkland	140,476	139,766	(710)	(1)%
CIL Parking	4,446	(4,137)	(8,583)	(193)%
Community Benefits Charges	13,296	15,545	2,249	17%
Provincial Gas Tax	40,435	35,904	(4,532)	(11)%
Canada Community Building Fund	26,950	31,436	4,486	17%
Section 37- Bonus Zoning	8,404	8,376	(27)	(0)%
Housing Accelerator Fund	28,426	30,502	2,076	7%
	493,944	452,474	(41,470)	(8)%
Discretionary R&RFs				
Fiscal Stability	43,227	59,798	16,570	38%
Operating Reserves	69,403	51,275	(18,127)	(26)%
Stormwater Reserves	6,007	6,245	238	4%
Developer Contributions	32,980	35,841	2,862	9%
Employee Benefits	36,492	43,095	6,603	18%
Insurance	39,610	37,056	(2,554)	(6)%
Lot Levy	52,907	57,207	4,300	8%
Other Reserve Funds	45,438	58,660	13,221	29%
Stormwater Reserve Fund	64,521	78,548	14,027	22%
Tax Capital	180,322	169,721	(10,601)	(6)%
Tax Specific	(465)	7,761	8,226	(1768)%
	570,441	605,206	34,766	6%
Total R&RFs	1,064,384	1,057,680	(6,704)	(0.6)%

In 2024, total R&RFs decreased slightly by approximately 0.6% or \$6.7 million. Obligatory R&RFs decreased by 8%, whereas Discretionary R&RFs increased by 6%.

Development charges decreased by \$36.4 million in 2024 and is mainly driven by the funding of PN 24117 (Property Acquisitions) by Development Charges – Roads and Related Infrastructure Reserve Fund (#31335) in the amount of \$38.4 million. This was approved through an in-year Council Resolution (0202-2024).

The CIL Parking Reserve has a reduced balance by \$8.6 million because the City acquired property in 2024.

The overall balance in the Provincial Gas Tax Reserve Funds decreased by \$4.5 million in 2024 mainly as a result of funding \$10 million in Hydrogen Bus Acquisitions through Council Resolution (0172-2024) and partially offset by interest earned in the reserve fund.

The Housing Accelerator Fund (HAF) was established in 2023 to hold HAF contributions which will be disbursed in four separate advances. The increase of \$2.1 million in 2024 is a result of interest earned on the Reserve Fund.

The Fiscal Stability Reserve increased by \$16.6 million or 38% mainly due to the transfer of \$15.6 million from the Building Revenue Stabilization Reserve (#30161) as a result of the reserve being over the target as at 2023 year-end. This was to help replenish the level of the Fiscal Stability Reserve as it has been used to fund the City-wide deficits in previous years.

Operating Reserves are used to mitigate financial risk and stabilize the operating budget. The decrease of \$18 million in 2024 is mainly due to the transfer of \$15.6 million from the Building Revenue Stabilization Reserve (#30161) to the Fiscal Stability Reserve (#30125).

Employee Benefits Reserve Funds' balance increased by \$6.6 million, due to the contribution of excess premiums over claims for Long Term Disability Administrative Services (LTD ASO) totalling \$10.4 million. This was partially offset by \$3.8 million to cover WSIB claim expenditures.

Stormwater Reserve Funds have increased during 2024 mainly due to the transfer from operating for the Stormwater Pipe Reserve Fund as well as some returns of funds from Capital projects due to project completion.

Other Reserve Funds include a variety of program specific reserve funds. The overall increase of \$13.2 million is mostly attributed to program surplus transfers from operating, such as Municipal Accommodation Tax, and Parking Meter Revenue.

Tax Specific Reserve Funds is comprised of various program specific reserve funds which had an increase of \$8.2 million. The main driver being contributions to the Public Safety Fire Reserve Fund to fund fire stations and equipment in 2024 and in the future.

Reserves & Reserve Funds with Targets

Target balances for specific R&RFs have been identified to ensure these R&RFs are adequately funded. Appendix 2 provides a summary of all R&RFs with targets, comparing 2024 year-end balances to target. R&RF targets and balances are continually reviewed by Finance staff. Any funding requirements or revised targets are addressed through the annual Business Plan & Budget process, or specific corporate reports.

Financial Impact

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

The R&RF balances are in a fiscally stable position. Annual capital budget development and the Long-Range Financial Plan ensure that R&RFs are optimally used to address infrastructure replacement and city building needs. Strong and predictable R&RF balances also ensure the City can fund capital projects should anticipated senior government funding not be available or opportunities with cost-sharing infrastructure projects (e.g. ICIP) arise. Established principles and procedures for the City's R&RFs position the City well for long-range financial planning and reduce the potential for unanticipated budget pressures.

The City's 2024 surplus of \$3.1 million was transferred to the Elections Reserve (\$2.7 million) and Fiscal Stability Reserve (\$0.4 million).

Conclusion

Strong R&RF management and administration are key components of the City's long-term planning strategies and assist the City in achieving sustainability and flexibility while minimizing vulnerability. Planning for future liabilities and providing for a contingency ensures these liabilities and risks can be addressed as required.

The City's Finance division has established an approach of continuous improvement with respect to R&RFs. Policies, procedures and guidelines continue to be developed. Staff will continue to report ongoing activity through the Budget and Business Planning cycle and through the annual R&RF report.

Attachments

Appendix 1: Reserves and Reserve Funds – Year End 2024

Appendix 2: Reserves and Reserve Funds with Targets - Balance Compared to Target



Geoff Wright, P.Eng, MBA, City Manager and Chief Administrative Officer

Prepared by: Angela Li, MBA, MA, CPA, CMA, Manager, Strategic Financial Initiatives

Reserves and Reserve Funds – Year-End 2024 (\$000s)

Reserves and Reserve Funds - Year-end 2024 (\$000s)							
<u>Reserves and Reserve Funds</u>	<u>Year End 2023</u>	<u>Contributions</u>	<u>Expenditures</u>	<u>Interest</u>	<u>Year End 2024</u>	<u>Balance Change</u>	<u>% Change Year over Year</u>
Obligatory Reserves and Reserve Funds							
DCA - City Holding	211	45,720	(45,720)	(211)	0	(211)	(100.0)%
DCA - By-law Enforcement	(2,873)	(0)	190	(104)	(2,787)	86	(3.0)%
DCA - Recreation & Parks Development	49,945	0	(1,045)	894	49,794	(151)	(0.3)%
DCA - Fire Services	835	(0)	1,716	66	2,617	1,782	213.5%
DCA - Library	11,805	0	(7)	421	12,220	415	3.5%
DCA - Transit	15,802	(0)	(6,772)	412	9,441	(6,361)	(40.3)%
DCA - Roads and Related Infrastructure	102,923	49	(38,054)	3,441	68,359	(34,564)	(33.6)%
DCA - Public Works Build & Fleet	17,280	(0)	620	656	18,556	1,275	7.4%
DCA - LAC	4	0	99	2	105	101	2717.3%
DCA - Hershey Debt	271	0	(271)	4	4	(266)	(98.4)%
DCA - Stormwater Management	29,164	11	(731)	1,050	29,495	331	1.1%
DCA - Development Related Studies - Discounted	1,319	(0)	87	43	1,449	130	9.9%
DC Appeal - Residential	3,293	0	509	134	3,936	643	19.5%
DC Appeal - Industrial	946	0	274	47	1,266	321	33.9%
DC Appeal - Non - Industrial	586	(0)	17	24	627	41	7.0%
Total Development Charges	231,509	45,780	(89,087)	6,879	195,081	(36,428)	(15.7)%
CIL Parkland	108,264	43,631	(70,371)	7,742	89,266	(18,997)	(17.5)%
CIL Structures	32,160	29,098	(13,025)	2,210	50,442	18,283	56.8%
CIL Appeal	53	0	0	4	57	4	8.1%
Total CIL Parkland	140,476	72,729	(83,397)	9,957	139,766	(710)	(0.5)%
CIL Parking - City Wide	4,446	0	(8,880)	296	(4,137)	(8,583)	(193.0)%
Total CIL Parking	4,446	0	(8,880)	296	(4,137)	(8,583)	(193.0)%
CBC Contributions	2,021	732	0	204	2,957	936	46.3%
DC Parking Contributions	11,276	0	385	928	12,589	1,313	11.6%
Total CBC	13,296	732	385	1,132	15,545	2,249	16.9%
Provincial Gas Tax Reserve Fund	40,093	23,363	(31,190)	3,440	35,706	(4,387)	(10.9)%
MRT Reserve Fund	125	0	(116)	2	11	(114)	(91.2)%
Provincial Transit Grant Reserve Fund	56	0	(53)	1	5	(51)	(91.2)%
MOVE-ONTARIO 2020	(106)	0	(20)	(10)	(135)	(30)	28.3%
Metrolinx Bikelinx Reserve	267	0	28	22	318	50	18.8%
Total Provincial Gas Tax	40,435	23,363	(31,351)	3,456	35,904	(4,532)	(11.2)%
Federal Public Transit Reserve Fund	65	0	53	8	126	61	92.7%
Canada Community Building Fund RF- AMO	(6,388)	22,929	(8,843)	(1,694)	6,004	12,392	(194.0)%
Canada Community Building Fund RF- Region	33,272	18,735	(28,247)	1,544	25,306	(7,967)	(23.9)%
Total Federal Gas Tax	26,950	41,665	(37,038)	(141)	31,436	4,486	16.6%
Section 37- Bonus Zoning	8,404	3,465	(4,083)	591	8,376	(27)	(0.3)%
Total Section 37 - Bonus Zoning	8,404	3,465	(4,083)	591	8,376	(27)	(0.3)%
HAF - Housing Accelerator Fund	28,426	0	(200)	2,306	30,532	2,106	7.4%
HAF - Incentive Payments	0	0	(30)	0	(30)	(30)	0.0%
Total Housing Accelerator Fund	28,426	0	(230)	2,306	30,502	2,076	7.3%
Total Obligatory R&RFs	493,944	187,734	(253,679)	24,476	452,474	(41,470)	(8.4)%

*Excluding accruals and other year-end accounting adjustments.

<u>Reserves and Reserve Funds</u>	<u>Year End 2023</u>	<u>Contributions</u>	<u>Expenditures</u>	<u>Interest</u>	<u>Year End 2024</u>	<u>Balance Change</u>	<u>% Change Year over Year</u>
Discretionary Reserves and Reserve Funds							
Fiscal Stability	41,270	15,616	(1,265)	0	55,621	14,350	34.8%
FSR- TNC program	1,957	2,220	0	0	4,177	2,220	113.4%
Total Fiscal Stability	43,227	17,835	(1,265)	0	59,798	16,570	38.3%
Winter Maintenance Reserve	9,528	0	0	0	9,528	0	0.0%
Elections Reserve	1,780	3,650	(3,319)	0	2,111	331	18.6%
Building Revenue Stabilization	28,348	(12,700)	(3,162)	0	12,485	(15,862)	(56.0)%
Tourism Mississauga Reserve	20,617	4,031	(669)	0	23,980	3,363	16.3%
DC Incentive Reserve	2,265	(1,400)	0	0	865	(1,400)	(61.8)%
Reserve for the Arts	2,656	351	(700)	0	2,306	(349)	(13.1)%
Reserve Development Fees	4,209	0	(4,209)	0	0	(4,209)	(100.0)%
Total Operating Reserves	69,403	(6,068)	(12,059)	0	51,275	(18,127)	(26.1)%
Stormwater Fiscal Stability Reserve	6,007	238	0	0	6,245	238	4.0%
Total Stormwater Reserve	6,007	238	0	0	6,245	238	4.0%
Developer Contributions - Capital and Maintenance	9,538	(342)	(11)	755	9,941	402	4.2%
Developer Contributions - Sidewalks	618	0	(60)	46	605	(14)	(2.2)%
Developer Contributions - Traffic Signals	3,466	(140)	(403)	240	3,162	(303)	(8.8)%
Developer Contributions - Tree Planting	9,528	1,397	(599)	804	11,130	1,602	16.8%
Developer Contributions - Parks	1,844	134	2	156	2,136	292	15.9%
Developer Contributions - Trans To 3rd Party	976	0	0	79	1,056	79	8.1%
Developer Contributions - Bike Lanes	436	5	(25)	34	450	13	3.1%
Developer Contributions - LRT Streetscape	3,402	0	0	277	3,679	277	8.1%
Developer Contributions - Stormwater Reserve	2,999	0	0	244	3,243	244	8.1%
Developer Contributions - Public Art	172	0	0	14	185	14	8.1%
Developer Contributions - Natural Heritage	0	11	0	0	11	11	0.0%
Developer Contributions- Lakeshore BRT Streetscape	0	245	0	0	245	245	0.0%
Total Developer Contributions	32,980	1,309	(1,096)	2,649	35,841	2,862	8.7%
LTD- ASO Taxable	6,120	5,629	0	497	12,246	6,126	100.1%
LTD- ASO Non-Taxable	4,183	3,905	0	340	8,428	4,245	101.5%
Employee Benefits	26,188	0	(5,892)	2,125	22,421	(3,768)	(14.4)%
Total Employee Benefits	36,492	9,533	(5,892)	2,962	43,095	6,603	18.1%
Insurance - Transit Fleet	(7,166)	0	(2,847)	(582)	(10,596)	(3,429)	47.9%
Insurance - Transit Accident Benefits	7,900	0	(608)	642	7,934	34	0.4%
Insurance - Corporate Fleet	(2,380)	0	(489)	(193)	(3,062)	(682)	28.7%
Insurance - Property	14	0	(292)	1	(276)	(290)	(2057.2)%
Insurance - Municipal Liability	7,900	0	(2,724)	642	5,819	(2,082)	(26.3)%
Insurance - Crime & Bond	759	0	0	62	821	62	8.1%
Insurance - Boiler & Machinery	1,144	0	0	93	1,237	93	8.1%
Insurance - Errors & Omissions	3,451	0	(121)	280	3,610	159	4.6%
Insurance Reserve Fund	26,767	1,337	0	2,176	30,279	3,512	13.1%
Insurance - Environment	1,223	0	(30)	99	1,292	69	5.6%
Total Insurance	39,610	1,337	(7,111)	3,220	37,056	(2,554)	(6.4)%
Lot Levy - Library	14,654	0	0	1,191	15,846	1,191	8.1%
Lot Levy - Community Centre	2,110	0	0	172	2,282	172	8.1%
Lot Levy - Arenas/Outdoor Ice	15,757	0	0	1,281	17,038	1,281	8.1%
Lot Levy - Pools	8,433	0	0	685	9,118	685	8.1%
Lot Levy - Major Storm Improvement	11,952	0	0	972	12,924	972	8.1%
Total Lot Levy	52,907	0	0	4,300	57,207	4,300	8.1%

*Excluding accruals and other year-end accounting adjustments.

<u>Reserves and Reserve Funds</u>	<u>Year End 2023</u>	<u>Contributions</u>	<u>Expenditures</u>	<u>Interest</u>	<u>Year End 2024</u>	<u>Balance Change</u>	<u>% Change Year over Year</u>
Mississauga Garden Park Development Reserve Fund	311	0	0	25	336	25	8.1%
Mississauga Garden Park Maintenance Reserve Fund	122	0	0	10	132	10	8.1%
Benares House Endowment	219	0	0	18	237	18	8.1%
EDAC (Economic Development Advisory Council)	28	0	0	2	30	2	8.1%
Parking Meter Revenues	10,946	413	(1,519)	787	10,626	(319)	(2.9)%
Courtneypark Artificial Turf and Synthetic Track Reserve Fund	1,086	277	(870)	66	560	(526)	(48.5)%
Loyola Artificial Turf Soccer Field and Track Reserve Fund	1,475	248	0	125	1,848	373	25.3%
Clarkson Park Artif Turf Field & Track	165	92	0	13	270	105	64.0%
Scarf/Animal Control Donations	46	0	(33)	4	17	(29)	(63.1)%
Donations - Vic Johnston Redevelopment	180	(50)	0	15	145	(35)	(19.7)%
Donations - Stroke Breakers	4	0	0	0	5	0	8.1%
Aircraft Noise Warning Sign	293	0	0	24	317	24	8.1%
Enterprise Centre	77	276	(301)	15	68	(10)	(12.6)%
Gymnastics Mississauga Capital Equipment	67	20	0	6	94	26	38.9%
Automated Enforcement Reserve Fund	340	712	(214)	28	866	526	154.8%
Main Street Revitalization	15	0	0	1	16	1	8.1%
Braeben Golf Course Reserve Fund	8	0	0	1	9	1	8.1%
Municipal Accommodation Tax Tourism	20,067	11,509	(2,559)	1,901	30,918	10,852	54.1%
Paramount Ticket Surcharge Reserve Fund	457	86	(28)	36	551	94	20.6%
Affordable Housing Reserve Fund	8,244	1,080	0	714	10,038	1,794	21.8%
LAC- Capital Improvements	1,289	456	(268)	102	1,579	290	22.5%
Total Other	45,438	15,119	(5,790)	3,893	58,660	13,221	29.1%
Stormwater Capital Reserve Fund	25,581	18,313	(15,043)	1,714	30,565	4,983	19.5%
Stormwater Pipe Reserve Fund	38,275	17,345	(10,845)	2,490	47,265	8,990	23.5%
Debt Management RF - Stormwater Capital	665	0	0	54	719	54	8.1%
Total Stormwater	64,521	35,658	(25,888)	4,258	78,548	14,027	21.7%
Tax Capital Reserve Fund	168,416	153,535	(169,246)	5,327	158,031	(10,385)	(6.2)%
Tax Funded Planning and Studies	(624)	4,559	(1,532)	31	2,435	3,059	(490.5)%
Debt Management RF - Tax Capital	12,716	90,000	(94,033)	572	9,255	(3,461)	(27.2)%
LAC Loan Receivable	(187)	187	0	0	0	187	(100.0)%
Total Tax Capital	180,322	248,281	(264,812)	5,930	169,721	(10,601)	(5.9)%
2009 Special Project Capital Reserve Fund	157	0	11	13	181	24	15.3%
Emerald Ash Borer	4,921	4,600	(4,500)	95	5,116	195	4.0%
Energy Rebate RF	434	110	17	37	598	164	37.8%
NW Park Pool RF	6,139	2,177	(1,988)	499	6,826	687	11.2%
Special Holding RF	6,956	542	0	0	7,498	542	7.8%
Public Safety Fire Program RF	(19,072)	26,432	(18,930)	(888)	(12,458)	6,614	(34.7)%
Total Tax Specific	(465)	33,860	(25,391)	(243)	7,761	8,226	(1768.2)%
Total Discretionary R&RFs	570,441	357,102	(349,305)	26,969	605,206	34,766	6.1%
Total Reserves and Reserve Funds	1,064,384	544,835	(602,984)	51,445	1,057,680	(6,704)	(0.6)%

*Excluding accruals and other year-end accounting adjustments.

Reserves and Reserve Funds with Targets – Balance Compared to Target (\$000s)

<u>Reserves and Reserve Funds</u>		<u>Target</u>	<u>YE 2024</u> <u>Target</u>	<u>YE 2024</u> <u>Balance</u>	<u>% to</u> <u>Target</u>	<u>Comments</u>
30120	Reserve for Winter Maintenance	33% of last 5-year average winter maintenance expenditures.	8,839	9,528	108%	Balance over target being maintained in preparation of funding future pressures (e.g., bus stop clearing).
30161	Reserve for Building Revenue Stabilization	100% of the average of actual building permit revenue and development fee revenue for the highest two years in the last five years.	15,576	12,485	80%	Reserve is used for fluctuations in economic activity.
30125	Fiscal Stability Reserve	10% of own-source revenue, less target for other stabilization / contingency funds (currently, Winter Maintenance and Building Permit Revenue Stabilization).	80,336	59,798	74%	Reserve balance available for unforeseen or emergency circumstances.
Combined Insurance Reserve Funds		Year-end value of case reserves plus 50% of the actuarial present value for Incurred but Not Reported (IBNR) claims (both from the Actuarial Insurance Report).	29,610	37,056	125%	Reserve adequate for future needs.
37122	Employee Benefits Reserve Fund	Total of 2x 5 years average expenditure for (1) vacation payouts; (2) sick leave payouts; (3) group life insurance; plus (4) 10 year forward looking average of expenses for WSIB.	48,619	22,421	46%	In 2024 a new methodology to calculate the target was approved which is to take the sum of one year's worth of sick leave payouts, and 30 per cent of the actuarial liability estimate for WSIB. This target will be used in 2025 onwards. Potential future year budget adjustment may be required to achieve a target balance.
33121	Tax Capital Reserve Fund	Maintain cash balance equivalent to one year's worth of the 10-year forward-looking average of the tax-supported capital expenditure requirements (excluding debt).	115,000	158,031	137%	Reserve is managed to target; balance can vary significantly from year to year. This reserve is used to fund the City's capital program.
35992	Stormwater Capital Reserve Fund	Maintain cash balance equivalent to 10-year average.	23,100	30,565	132%	Reserve is managed to target; balance can vary significantly from year to year. This reserve is used to fund the City's Stormwater capital program.

City of Mississauga
Corporate Report



<p>Date: March 4, 2025</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Geoff Wright, P.Eng, MBA, City Manager and Chief Administrative Officer</p>	<p>Meeting date: April 9, 2025</p>

Subject

2024 Annual Grants Report

Recommendation

That the report dated March 4, 2025, entitled '2024 Annual Grants Report' from the City Manager and Chief Administrative Officer be received.

Executive Summary

- In 2024, the City of Mississauga submitted 65 grant applications and has received approval for 23 applications with funding of \$114.43 million
- As of January 31, 2025, the Finance Division is actively managing 14 previously approved grant agreements with a total funding value of \$822.43 million.
- In 2025, as of January 31, the City has submitted 10 grant applications, totaling \$88.3 million in requested funding

Background

The City of Mississauga actively seeks grant funding to support the development, delivery, and sustainability of critical City infrastructure, programs, and services. By leveraging external funding, the City minimizes the financial burden on taxpayers while addressing key priorities such as housing, transportation, and climate resilience. These efforts are guided by the Grant Funding Management Policy 04-01-10 and the Delegated Authority By-law 0198-2014, ensuring a coordinated and accountable approach.

The Finance Division oversees the grant application process, working closely with departments to secure funding that enhances services and infrastructure, all while ensuring fiscal responsibility. This report provides an overview of the City's ongoing efforts to secure grant funding within the 2024 calendar year.

Comments

Grant funding is an essential tool for municipalities to deliver strategic priorities, and opportunities are available through federal, provincial, and local government agencies, as well as private organizations.

Guided by the Grant Funding Management Policy 04-01-10, and the Delegated Authority By-law 0198-2014, the Finance Division works collaboratively with departmental staff to identify and pursue funding opportunities. This proactive approach ensures that the City maximizes its potential for external funding. Despite challenges such as short submission timelines requiring rapid coordination and preparation, evolving or extensive funding criteria, complex application processes, and highly competitive programs, the City continues to secure significant investments to support critical infrastructure and programs.

2024 Grant Applications Overview

In 2024, the City of Mississauga submitted 65 grant applications as detailed in Appendix 1 and has received approval of \$114.43 million.

Funder Level	Approved		Pending		Declined	
	Submissions	\$	Submissions	\$	Submissions	\$
Federal	8	\$112.78M	14	\$5.78M	8	\$0.07M
Provincial	7	\$1.46M	5	\$31.18M	6	\$31.07M
Other (Non-Government)	9	\$0.19M	5	\$2.44M	3	\$0.27M
Total	24	\$114.43M	24	\$39.40M	17	\$31.42M

Note:

1. Exclusions: This data does not include funding from the Canada Community Building Fund (formerly FGT) or Provincial Gas Tax as annual grant applications are not required for these programs.

As of January 31, 2025:

- 23 applications have been approved, totaling \$2.01 million in grant funding.
- 1 Expression of Interest provided an allocation of \$112.42 million through the Canada Public Transit Fund – Baseline Funding Stream.
- 24 applications submitted in 2024, requesting a total of \$39.40 million are pending a decision
- 17 applications requesting a total of \$31.42 million were declined.
 - This decline amount is primarily attributed to one provincial application for \$30.93 million submitted to the Ministry of Infrastructure's Housing-Enabling Water Systems

Fund – Intake 2, to support the Reconstruction of Little Etobicoke Creek (Dixie-Dundas Flood Mitigation).

Key 2024 Application Highlights

- Federal
 - Canada Public Transit Fund – Baseline Funding Stream: The City received a 10-year allocation of \$112.42 million after successfully submitting an Expression of Interest. The allocation formula considered transit ridership and population. This funding will provide stable and predictable support to advance key improvements in Mississauga's transit system.

- Provincial
 - Municipal Housing Infrastructure Program – Housing Enabling Core-Servicing Stream: Funding of \$20 million was requested for the Ninth Line Road Widening – Eglinton Avenue West to Derry Road West project. The application is pending a decision.

 - Community Sport and Recreation Infrastructure Fund (Stream 2 – New Builds): Funding of \$10 million was requested for the Glenforest Youth Hub. The application is pending a decision.

Grant Management Update

As of January 31, 2025, the Finance Division is actively managing 14 previously approved (2019-2023) grant agreements with a total funding value of \$822.43 million. These agreements include key programs such as:

- Investing in Canada Infrastructure Program (ICIP)
- Zero Emission Transit Fund
- Active Transportation Fund
- Housing Accelerator Fund
- Strategic Priorities Infrastructure Fund

Details of active grants submitted between 2019 and 2023 are included in Appendix 2.

Grant management activities include agreement oversight, reporting, claim submissions, and ongoing communications with funding agencies.

2025 Grant Applications

As of January 31, 2025, the City has submitted 10 grant applications, totaling \$88.3 million in requested funding. Notable submissions include:

- Short-Term Rental Enforcement Fund
 - \$4.8M to enhance short-term accommodation enforcement
- Canada Housing Infrastructure Fund (CHIF)
 - \$5.14M for the Ninth Line Stormwater Management Facility
 - \$24.25M for the Reconstruction of Little Etobicoke Creek
 - \$53.83M for the Mayor's Housing Task Force Financial Incentives

Details of 2025 grants applications are included in Appendix 3.

Engagement and Consultation

The Finance Division works closely with departmental staff to coordinate and prepare grant applications, ensuring alignment with City priorities. This includes gathering necessary project details, budgets, and documentation under tight timelines. Collaboration is essential to meet funding criteria and to maximize the City's chances of securing external funding.

Once funding is approved, the collaboration continues through ongoing efforts in claims submissions, reporting, and regular communication with funders. These efforts ensure compliance with grant agreements, timely progress reporting, and maintaining strong relationships with funding agencies.

Financial Impact

There is no financial impact as result of recommendations in this report.

Conclusion

The City of Mississauga's proactive approach to securing grant funding—through effective collaboration across departments—continues to yield positive results. By working together to prepare applications, navigate complex requirements, and manage grants post-approval, the City ensures that external funding is maximized to support critical infrastructure and services.

To ensure Mayor and Council are well-informed on the status of grant submissions, staff will provide an Annual Grant Report within the first quarter of each calendar year. Quarterly updates will also be shared with the Mayor and Members of Council through established internal communication channels for significant funding opportunities, ad-hoc updates in the form of Corporate Reports and/or emails may be provided as required.

Attachments

Appendix 1: 2024 Grant Applications (as at January 31, 2025)

Appendix 2: Active Grants 2019-2023 (as at January 31, 2025)

Appendix 3: 2025 Grant Applications (as at January 31, 2025)



Geoff Wright, P.Eng, MBA, City Manager and Chief Administrative Officer

Prepared by: Angela Li, MA, CPA, CMA, Manager, Strategic Financial Initiatives

2024 Grant Application Submissions

As at January 31, 2025

Program Name	Ministry / Company	\$ Grant Requested	\$ Grant Approved	Required City Contribution (%) of Total Eligible Project Costs	Status	Department	Division	Funder Level	Project Title
Canada Public Transit Fund - Baseline Funding Stream	Infrastructure Canada	\$ -	\$ 112,416,290.00	60% - Capital 20% - Planning	Active	T&W	MiWay Transit	Federal	Project: 'EOI submission to the Baseline Funding Stream' - Acceptance of EOI received and 10 year allocation provided. - Annual funding allocation of \$11.24M was calculated based on a combination of ridership (70%) and population (30%). Next Step: Capital Plan Application
Canada Summer Jobs 2024	Employment and Social Development Canada	\$ 58,953.60	\$ 23,184.00	50%	Completed	Community Services	Recreation	Federal	Project: 'Inclusion (Recreation Support) - Summer position subsidy'
Canada Summer Jobs 2024	Employment and Social Development Canada	\$ 99,111.60	\$ 39,412.80	50%	Completed	Community Services	Recreation	Federal	Project: 'Community Programs - Culture Camps - Summer position subsidy'
Canada Summer Jobs 2024	Employment and Social Development Canada	\$ 778,982.40	\$ 71,870.40	50%	Completed	Community Services	Recreation	Federal	Project: 'Community Programs - Camps - Summer position subsidy'
Canada Summer Jobs 2024	Employment and Social Development Canada	\$ 587,590.20	\$ 4,636.80	50%	Completed	Community Services	Recreation	Federal	Project: 'Aquatics - Summer position subsidy'
Canada Summer Jobs 2024	Employment and Social Development Canada	\$ 831,974.40	\$ 16,228.80	50%	Completed	Community Services	Parks & Forestry	Federal	Project: 'Parks Operations - Summer position subsidy'
Canada Summer Jobs 2024	Employment and Social Development Canada	\$ 4,636.80	\$ -	50%	Declined	CMO	Fire & EMS	Federal	Project: 'Emergency Management - Summer position subsidy'
Canada Summer Jobs 2024	Employment and Social Development Canada	\$ 4,638.80	\$ -	50%	Declined	T&W	Infrastructure Planning & Engineering	Federal	Project: 'Transportation Infrastructure - Summer position subsidy'
Canada Summer Jobs 2024	Employment and Social Development Canada	\$ 9,273.60	\$ -	50%	Declined	Community Services	Recreation	Federal	Project: 'Culture & Events - Summer position subsidy'
Canada Summer Jobs 2024	Employment and Social Development Canada	\$ 4,636.80	\$ -	50%	Declined	Community Services	Parks & Forestry	Federal	Project: 'Park Development - Summer position subsidy'
Canada Summer Jobs 2024	Employment and Social Development Canada	\$ 4,636.80	\$ -	50%	Declined	Community Services	Parks & Forestry	Federal	Project: 'Park & Culture Planning - Summer position subsidy'
Canada Summer Jobs 2024	Employment and Social Development Canada	\$ 5,299.20	\$ -	50%	Declined	Community Services	Parks & Forestry	Federal	Project: 'Indigenous Relations, Heritage and Museums - Summer position subsidy'
Canada Summer Jobs 2024	Employment and Social Development Canada	\$ 21,196.80	\$ -	50%	Declined	Community Services	Parks & Forestry	Federal	Project: 'Forestry - Summer position subsidy'
Canada Summer Jobs 2024	Employment and Social Development Canada	\$ 18,547.20	\$ -	50%	Declined	Community Services	Environment	Federal	Project: 'Environment - Summer position subsidy'
Canada Summer Jobs 2025	Employment and Social Development Canada	\$ 33,712.00		50%	Pending	P&B	City Planning Strategies	Federal	Project: 'City Planning Strategies - Summer position subsidy'
Canada Summer Jobs 2025	Employment and Social Development Canada	\$ 4,816.00		50%	Pending	CMO	Fire & EMS	Federal	Project: 'Emergency Management - Summer position subsidy'
Canada Summer Jobs 2025	Employment and Social Development Canada	\$ 522,880.00		50%	Pending	Community Services	Parks & Forestry	Federal	Project: 'Parks Operations - Summer position subsidy'
Canada Summer Jobs 2025	Employment and Social Development Canada	\$ 4,816.00		50%	Pending	Community Services	Parks & Forestry	Federal	Project: 'Park Development - Summer position subsidy'
Canada Summer Jobs 2025	Employment and Social Development Canada	\$ 55,040.00		50%	Pending	Community Services	Parks & Forestry	Federal	Project: 'Park Services - Marinas - Summer position subsidy'

Exclusions:

- Canada Community Building Fund
- Provincial Gas Tax

Notes:

- The City's contribution meets program guidelines; extra funding may be required based on total project costs.

2024 Grant Application Submissions

As at January 31, 2025

Program Name	Ministry / Company	\$ Grant Requested	\$ Grant Approved	Required City Contribution (%) of Total Eligible Project Costs	Status	Department	Division	Funder Level	Project Title
Canada Summer Jobs 2025	Employment and Social Development Canada	\$ 65,360.00		50%	Pending	Community Services	Recreation	Federal	Project: 'Inclusion (Recreation Support) - Summer position subsidy'
Canada Summer Jobs 2025	Employment and Social Development Canada	\$ 127,022.00		50%	Pending	Community Services	Recreation	Federal	Project: 'Community Programs - Culture Camps - Summer position subsidy'
Canada Summer Jobs 2025	Employment and Social Development Canada	\$ 977,648.00		50%	Pending	Community Services	Recreation	Federal	Project: 'Community Programs - Camps - Summer position subsidy'
Canada Summer Jobs 2025	Employment and Social Development Canada	\$ 610,299.00		50%	Pending	Community Services	Recreation	Federal	Project: 'Aquatics - Summer position subsidy'
Celebrate Canada 2025	Canadian Heritage	\$ 190,000.00		0%	Pending	Community Services	Recreation	Federal	Project: 'National Indigenous Peoples' Day and Canada Day 2025'
Habitat Stewardship Program for Species at Risk	Environment and Climate Change Canada	\$ 284,553.00		50%	Pending	Community Services	Parks & Forestry	Federal	Project: 'Connecting and Conserving Habitat for Western Chorus Frog within the city of Mississauga'
Museum Assistance Program	Canadian Heritage	\$ 27,475.00		50%	Pending	Community Services	Parks & Forestry	Federal	Project: 'Museums of Mississauga Collections Database Upgrade'
National AccessAbility Week 2025 & 2026	Employment and Social Development Canada	\$ 63,428.79		22%	Pending	Community Services	Recreation	Federal	Project: 'Adapted Arts Fundamentals Try-It Event and Programming'
National Crime Prevention Strategy 2024	Public Safety Canada	\$ 2,809,142.00		5%	Pending	Community Services	Recreation	Federal	Project: 'The Malton Youth Hub - GET READY project'
Young Canada Works 2024	Canadian Heritage	\$ 6,540.23	\$ 5,800.00	50%	Completed	Community Services	Parks & Forestry	Federal	Project: 'Summer position subsidy'
Zero Emission Vehicle Infrastructure Program	Natural Resources Canada	\$ 200,000.00	\$ 200,000.00	50%	Active	Community Services	Environment	Federal	Project: 'To support the installation of Private EV Chargers'
Sub-total (Federal Grants)		\$ 8,412,210.22	\$ 112,777,422.80						

Exclusions:

- Canada Community Building Fund
- Provincial Gas Tax

Notes:

- The City's contribution meets program guidelines; extra funding may be required based on total project costs.

2024 Grant Application Submissions

As at January 31, 2025

Program Name	Ministry / Company	\$ Grant Requested	\$ Grant Approved	Required City Contribution (%) of Total Eligible Project Costs	Status	Department	Division	Funder Level	Project Title
Community Museum Operating Grant 2024-25	Ministry of Tourism, Culture & Sport	\$ 53,953.00	\$ 53,953.00	0%	Active	Community Services	Culture	Provincial	Project: 'Provides operating funding for Museums'
Community Sport and Recreation Infrastructure Fund : Stream 1: Repair and Rehabilitation	Ministry of Infrastructure	\$ 1,000,000.00		50%	Pending	Community Services	Parks & Forestry	Provincial	Project: 'Rehabilitation of Woodlands S.S Track and Field'
Community Sport and Recreation Infrastructure Fund : Stream 2: New Builds	Ministry of Infrastructure	\$ 10,000,000.00		50%	Pending	Community Services / Corporate Services	Recreation / FPM	Provincial	Project: 'Building the Glenforest Youth Hub'
Enabling Change Program 2024-25	Ministry of Seniors and Accessibility	\$ 23,000.00	\$ -	25%	Declined	Community Services	Recreation	Provincial	Project: 'Sensory Support Kit Program'
Experience Ontario 2024	Ministry of Tourism, Culture & Sport	\$ 55,000.00	\$ -	50%	Declined	Community Services	Culture	Provincial	Project: 'Canada Day Celebration 2024'
Fire Protection Grant	Ministry of the Solicitor General	\$ 559,400.00	\$ 172,839.45	0%	Active	CMO	Fire & EMS	Provincial	Project: 'To support the purchase of equipment for the MFES Firefighter Cancer Prevention Program'
Great Lakes Local Action Fund	Ministry of Environment, Conservation and Parks	\$ 50,000.00	\$ -	0%	Declined	Community Services	Parks & Forestry	Provincial	Project: 'Iggy Kaneff Park- Cooksville Creek Floodplain Forest Restoration (Phase 1)'
Housing-Enabling Water Systems Fund - Intake 2	Ministry of Infrastructure	\$ 30,928,731.25	\$ -	27%	Declined	T&W	Infrastructure Planning & Engineering	Provincial	Project: 'Reconstruction of Little Etobicoke Creek'
Municipal Energy Plan	Ministry of Energy	\$ 25,000.00	\$ 25,000.00	50%	Active	Community Services	Environment	Provincial	Project: 'Stream 2 - Municipal Energy Plan Update'
Municipal Housing Infrastructure Program – Housing Enabling Core-Servicing Stream	Ministry of Infrastructure	\$ 20,000,000.00		50%	Pending	T&W	Infrastructure Planning & Engineering	Provincial	Project: 'Ninth Line Road Widening - Eglinton Avenue West to Derry Road West'
Public Library Operating and Pay Equity Grants 2024-25	Ministry of Tourism, Culture & Sport	\$ 715,203.00	\$ 715,203.00	0%	Active	Community Services	Library	Provincial	Project: 'Provides operating funding for Library'
Senior Active Living Centre Grants 2024-25	Ministry of Seniors and Accessibility	\$ 526,287.00	\$ 460,233.00	0%	Active	Community Services	Recreation	Provincial	Project: 'Supports Programs/Operations at 9 SALCs'
Seniors Active Living Centres (SALC) Program Expansion	Ministry of Seniors and Accessibility	\$ 50,000.00		0%	Pending	Community Services	Recreation	Provincial	Project: 'SALC at Churchill Meadows Older Adult Centre'
Seniors Community Grant 2024	Ministry of Seniors and Accessibility	\$ 25,000.00	\$ 25,000.00	0%	Active	Community Services	Recreation	Provincial	Project: 'Outdoor Activity Ambassadors for Older Adults'
Skills Development Fund - Training Stream 2024-25	Ministry of Labour	\$ 133,952.00		0%	Pending	CMO	Fire & EMS	Provincial	Project: 'Resilient Minds Training Program'
Summer Employment Opportunities 2024	Ministry of Tourism, Culture & Sport	\$ 19,080.00	\$ 3,816.00	0%	Completed	Community Services	Recreation	Provincial	Project: 'Summer position subsidy'
Summer Employment Opportunities 2024	Ministry of Tourism, Culture & Sport	\$ 7,632.00	\$ -	0%	Declined	Community Services	Recreation	Provincial	Project: 'Summer position subsidy'
Summer Employment Opportunities 2024	Ministry of Tourism, Culture & Sport	\$ 7,632.00	\$ -	0%	Declined	Community Services	Recreation	Provincial	Project: 'Summer position subsidy'
Sub-total (Provincial Grants)		\$ 64,179,870.25	\$ 1,456,044.45						

Exclusions:

- Canada Community Building Fund
- Provincial Gas Tax

Notes:

- The City's contribution meets program guidelines; extra funding may be required based on total project costs.

2024 Grant Application Submissions

As at January 31, 2025

Program Name	Ministry / Company	\$ Grant Requested	\$ Grant Approved	Required City Contribution (%) of Total Eligible Project Costs	Status	Department	Division	Funder Level	Project Title
Community Tree Planting 2024	Arbor Day Foundation	\$ 9,436.73		0%	Pending	Community Services	Parks & Forestry	Other	Project: 'Totoredaca Park Tree Planting'
EV Charging Grant 2024	Elexicon Group	\$ 99,999.00	\$ 99,999.00	50%	Active	Community Services	Environment	Other	Project: 'Level3 Fire Fleet'
Firehouse Subs Public Safety Foundation Community Grant	Firehouse Subs Public Safety Foundation	\$ 17,081.25	\$ -	0%	Declined	CMO	Fire & EMS	Other	Project: 'To support the MFES Resiliency Program' *Prepared and submitted by Fire
Fresh Air Fund	Toronto Star Fresh Air Fund	\$ 15,000.00	\$ 9,110.00	0%	Completed	Community Services	Recreation	Other	Project: 'Summer Fun Camp Subsidy'
General Grant Program	PepsiCo Canada Foundation	\$ 45,000.00	\$ 45,000.00	0%	Active	Community Services	Recreation	Other	Project: 'To support the 2025 Play in the Park Program'
Green Municipal Fund - Climate Ready Plans and Processes	Federation of Canadian Municipalities	\$ 140,000.00		20%	Pending	Community Services	Environment	Other	Project: 'Development of a Climate Resilience Strategy and Implementation Plan'
Green Municipal Fund - Growing Canada's Community Canopies (GCCC)	Federation of Canadian Municipalities	\$ 2,222,587.00		50%	Pending	Community Services	Parks & Forestry	Other	Project: "Cooksville Creek Reforestation Projects" - Pre-Application Form Request Estimate - \$1,341,930.52 (submitted in 2024) - Full Application Form Updated Request - \$2,222,587 (submitted in 2025)
Invasive Species Action Fund	Invasive Species Centre	\$ 2,498.00	\$ 2,498.00	0%	Active	Community Services	Parks & Forestry	Other	Project: 'Enhancing the Mississauga Nature Stewards Volunteer Program'
Music Performance Trust Fund (MPTF)	Music Performance Trust Fund	\$ 1,403.88	\$ 1,403.88	0%	Completed	Community Services	Culture	Other	Project: 'Support two local musicians performing at Summer Concert Series'
My Main Street - Community Activator 2024	My Main Street	\$ 250,000.00	\$ -	0%	Declined	Community Services	Culture	Other	Project: 'Luminous City - Celebrating Mississauga's 50th through placemaking'
Operation ReLeaf 2025	Trees Canada	\$ 49,987.18		0%	Pending	Community Services	Parks & Forestry	Other	Project: 'Iggy Kaneff Park- Cooksville Creek Floodplain Forest Restoration Phase 2'
Project Learning Tree (PLT) Canada 2024	Project Learning Tree Canada	\$ 5,935.00	\$ -	50%	Declined	P&B	Corporate Business Services	Other	Project: 'Green Jobs - Intern'
Reconciliation Action Grant	The Gord Downie and Chanie Wenjack Fund	\$ 15,000.00		0%	Pending	Community Services	Recreation	Other	Project: 'National Indigenous Peoples Day Celebration and Concert - June 21, 2025'
Replay Fund	KalTires	\$ 20,000.00	\$ 20,000.00	0%	Completed	Community Services	Parks & Forestry	Other	Project: 'Recycled Rubberized Pour-in-Place Playground Surfacing for Fungi of the Woods Public Art Installation'
Summer Work Experience Green Jobs Initiative 2024	Canadian Parks and Recreation Association (CPRA)	\$ 10,124.00	\$ 5,062.00	0%	Completed	Community Services	Parks & Forestry	Other	Project: 'Summer position subsidy'
TD Tree Days 2024	TD	\$ 4,667.20	\$ 4,667.20	0%	Completed	Community Services	Parks & Forestry	Other	Project: 'Greenfield Park Tree Planting'
TD Tree Days 2024	TD	\$ 4,761.82	\$ 4,761.82	0%	Completed	Community Services	Parks & Forestry	Other	Project: 'Brookmede Park Tree Planting'
Sub-total (Other Grants)		\$ 2,913,481.06	\$ 192,501.90						
Total (All Funders)		\$ 75,505,561.53	\$ 114,425,969.15						

Exclusions:

- Canada Community Building Fund
- Provincial Gas Tax

Notes:

- The City's contribution meets program guidelines; extra funding may be required based on total project costs.

Active Grants (2019 - 2023)

All Funders

As at January 31, 2025

Year of Application	Program Name	Ministry / Company	\$ Grant Requested	\$ Grant Approved	Required City Contribution (%) of Total Eligible Project Costs	Status	Department	Division	Funder Level	Project Title
2019	ICIP - Public Transit Stream - Initial Intake	Infrastructure Canada	\$ 618,574,874.00	\$ 611,203,893.00	27%	Active	T&W	Multiple Div.	Federal	18 applications/projects submitted
2020	ICIP - COVID-19 Resilience Stream	Infrastructure Canada	\$ 14,174,000.00	\$ 14,174,000.00	0%	Active	Multiple Dept.	Multiple Div.	Federal	4 applications submitted - 11 projects included Category 1 - \$3,150,000 Category 3 - \$7,758,000 Category 4.1 - \$1,753,000 Category 4.2 - \$1,513,000
2021	Zero Emission Transit Fund (ZETF)	Infrastructure Canada	\$ 24,200,000.00	\$ 10,937,954.00	50%	Active	T&W	MiWay Transit	Federal	Project: 'Hydrogen FCEB Pilot'
2022	Active Transportation Fund	Infrastructure Canada	\$ 17,058,824.00	\$ 17,058,824.00	40%	Active	Community Services	Parks & Forestry	Federal	Project: 'TCT Extension through Lakeview Village Waterfront Park'
2022	Enabling Accessibility Fund - Small Projects Component	Employment and Social Development Canada	\$ 100,000.00	\$ 66,728.00	80%	Active	Community Services	Recreation	Federal	Project: 'Iceland Arena Accessibility Improvements'
2022	ICIP - Public Transit Stream - Remaining Allocation	Infrastructure Canada	\$ 10,098,907.00	\$ 10,170,904.94	27%	Active	T&W	Infrastructure Planning & Engineering	Federal	Project: 'Building Modifications at MiWay's Existing Bus Garage (Central Annex) to House 24 Pilot Battery Electric Buses'
2023	Celebrate Canada Program 2024	Canadian Heritage	\$ 190,000.00	\$ 70,000.00	0%	Active	Community Services	Culture	Federal	Project: 'National Indigenous Peoples' Day Celebration / Canada Day Celebration'
2023	Housing Accelerator Fund	Canadian Mortgage and Housing Corporation	\$ 121,100,000.00	\$ 112,998,131.00	0%	Active	P&B	City Planning Strategies	Federal	Project: 'Housing Plan Milestone Projects'
2023	New Horizons for Seniors Program	Employment and Social Development Canada	\$ 25,000.00	\$ 25,000.00	0%	Active	Community Services	Recreation	Federal	Project: 'Older Adult Tech Hub: Bridging the Digital Divide for Seniors'
2023	Zero-Emission Vehicle Awareness Initiative Education and Awareness Project Funding - Clean Transportation and Clean Fuels	Natural Resources Canada	\$ 160,000.00	\$ 160,000.00	34%	Active	Community Services	Environment	Federal	Project: 'Hydrogen Mississauga: Engaging a local hydrogen economy'
Sub-total (Federal Grants)			\$ 805,681,605.00	\$ 776,865,434.94					FEDERAL	
2021	Strategic Priorities Infrastructure Fund (SPIF)	Ministry of Infrastructure	\$ 45,165,414.00	\$ 45,165,414.00	27%	Active	Corporate Services	FPM	Provincial	Project: 'Reconstruction of South Common CC & Library'
2023	Wetlands Conservation Partner Program	Ministry of Environment, Conservation and Parks	\$ 100,520.28	\$ 100,520.28	0%	Active	Community Services	Parks & Forestry	Provincial	Project: 'O'Connor Park Wetland Restoration Project'
Sub-total (Provincial Grants)			\$ 45,265,934.28	\$ 45,265,934.28						
2020	General Grant Program	Toronto Atmospheric Fund	\$ 125,000.00	\$ 125,000.00	0%	Active	Community Services	Environment	Other	Project: 'Building the Business Case for District Energy in Mississauga's Downtown'
2020	Green Municipal Fund - Signature Initiative	Federation of Canadian Municipalities	\$ 125,000.00	\$ 175,000.00	50%	Active	P&B	Development & Design	Other	Project: 'Mississauga's Green Development Standard Version 2'
Sub-total (Other Grants)			\$ 250,000.00	\$ 300,000.00					OTHER	
Total Active Grants (All Funders)			\$ 851,197,539.28	\$ 822,431,369.22						

Active = application has been approved and project is currently in progress

2025 Grant Application Submissions

All Funders

At at January, 31, 2025

Year of Application	Program Name	Ministry / Company	\$ Grant Requested	\$ Grant Approved	Required City Contribution (%) of Total Eligible Project Costs	Status	Department	Division	Funder Level	Project Title
2025	Canada Housing Infrastructure Fund	Housing, Infrastructure and Communities Canada	\$ 5,136,000.00		60%	Pending	T&W	Infrastructure Planning & Engineering	Federal	Project: 'Ninth Line Stormwater Management Facility'
2025	Canada Housing Infrastructure Fund	Housing, Infrastructure and Communities Canada	\$ 24,247,888.50		60%	Pending	T&W	Infrastructure Planning & Engineering	Federal	Project: 'Reconstruction of Little Etobicoke Creek'
2025	Canada Housing Infrastructure Fund	Housing, Infrastructure and Communities Canada	\$ 53,829,672.00		60%	Pending	CMO	Finance	Federal	Project: 'Mayor's Housing Task Force Financial Incentives'
2025	Short-Term Rental Enforcement Fund	Housing, Infrastructure and Communities Canada	\$ 4,800,000.00		0%	Pending	Corporate Services	Enforcement	Federal	Project: 'Enhancing Short-Term Accommodation (STA) Enforcement in the City of Mississauga'
2025	Young Canada Works 2025	Canadian Heritage	\$ 6,962.40		50%	Pending	Community Services	Parks & Forestry	Federal	Project: ' Summer position subsidy'
Sub-total (Federal Grants)			\$ 88,020,522.90	\$ -					FEDERAL	
2025	Seniors Community Grant 2025-26	Ministry of Seniors and Accessibility	\$ 16,756.46		0%	Pending	Community Services	Fire & EMS	Provincial	Project: 'Safe and Strong Seniors'
2025	Summer Employment Opportunities Program 2025	Ministry of Tourism, Culture & Sport	\$ 26,187.00		0%	Pending	Community Services	Recreation & Culture	Provincial	Project: ' Summer position subsidys'
Sub-total (Provincial Grants)			\$ 42,943.46	\$ -						
2025	Community Development Grant - Programming Support Stream	Canadian Tire Jumpstart Charities	\$ 9,317.52		0%	Pending	Community Services	Recreation	Other	Project: 'Children in Motion Program'
2025	Invasive Species Action Fund	Invasive Species Centre	\$ 42,558.00		0%	Pending	Community Services	Parks & Forestry	Other	Project: 'Expansion of Priority Invasive Plant Control in the city of Mississauga'
2025	Intact Municipal Climate Resiliency Grant	Intact Foundation	\$ 197,901.19		0%	Pending	Community Services	Parks & Forestry	Other	Project: 'Stonebrook Park Restoration'
Sub-total (Other Grants)			\$ 249,776.71	\$ -					OTHER	
Total (All Funders)			\$ 88,313,243.07	\$ -						

Exclusions:

- Canada Community Building Fund
- Provincial Gas Tax

Notes:

- The City's contribution meets program guidelines; extra funding may be required based on total project costs.

City of Mississauga Corporate Report



<p>Date: March 11, 2025</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Geoff Wright, P.Eng, MBA, City Manager and Chief Administrative Officer</p>	<p>Meeting date: April 9, 2025</p>

Subject

Annual Treasurer's Statement Report - 2024

Recommendation

1. That the report dated March 11, 2025, entitled "Annual Treasurer's Statement Report: Summary of Activity in 2024" from the City Manager and Chief Administrative Officer be approved in compliance with the reporting requirements of the Development Charges Act, 1997 and the Planning Act, 1990.
2. That the report dated March 11, 2025, from the City Manager and Chief Administrative Officer entitled "Annual Treasurer's Statement Report: Summary of Activity in 2024" be made available to the public on the City of Mississauga's website.

Executive Summary

- Legislative requirements in the *Development Charges Act* and the *Planning Act* require the Treasurer of the municipality to provide Council with a financial statement each year for the Development Charges (DC), Community Benefits Charges (CBC), Bonus Zoning (formerly Section 37), and Cash-in-Lieu (CIL) of Parkland reserve funds.
- The Annual Treasurer's Statement summarizes the financial activities related to those reserve funds as well as DC/Lot Levy credits for the 2024 fiscal year.
- Appendix 2 provides a summary of the opening and closing balances and the reserve fund financial transactions.
- The 2024 closing balances for DCs, CBCs, Bonus Zoning, and CIL Parkland were \$195.0 million, \$15.5 million, \$8.4 million, and \$140.0 million, respectively.
- This report is compliant with both the *Development Charges Act* and the *Planning Act*.

Background

Section 43 of the *Development Charges Act, 1997* (DC Act) requires that the Treasurer of a municipality provide to Council an annual financial statement for activities relating to the

development charges (DC) by-law and reserve funds established under section 33 of the DC Act, and a listing of DC/Lot Levy credits.

Subsection 37 (48) of the *Planning Act, 1990* states that a council of a municipality that passes a community benefits charges (CBC) by-law shall provide an annual financial statement of the CBC transactions in the preceding year.

Subsection 37 (51) of the *Planning Act, 1990* requires that funds that have been collected under Bonus Zoning (the former Section 37) related to increased density allocations must be reported annually to Council by the Treasurer.

Additionally, subsection 42 (17) of the *Planning Act, 1990* sets out that if a council of a municipality that passes a Parkland Conveyance by-law, the Treasurer must provide Council with an annual financial statement for activities related to its Cash-in-lieu (CIL) of Parkland reserve funds.

Collectively, these four charges are known as Growth Charges. Growth Charges are collected by the City for the sole purpose of funding necessary infrastructure to support new residents and businesses. These revenues can only be used for the purposes for which it was collected, in compliance with the legislation and Council approved policies. Growth Charges are important revenue tools for municipalities so that existing property owners are not unduly burdened by the cost of growth-related infrastructure.

Comments

This report has been prepared to comply with the legislative requirements of both the DC Act and the *Planning Act*. A summary of reserve fund activities during 2024 is contained within the body of this report for Council's information. The report appendices have been prepared to comply with the reporting requirements as contained in each of the respective Acts and accompanying Regulations.

The Statement of Compliance found in Appendix 6 is a legislative requirement that came into effect on January 1, 2016. This statement requires the municipal Treasurer to indicate that no additional levies have been collected by the City beyond those allowed under existing legislation acts.

Development Charges Reserve Fund Activity

Table 1 summarizes the DC reserve fund activity. DC revenue of \$45.4 million was collected in 2024 with an additional \$2.5 million in interest earned.

In 2024, \$129.5 million was transferred from the DC reserve funds to capital projects where roughly 72% (or \$60.2 million) was for roads and related infrastructure projects and a further 18% (or \$15.5 million) was for recreation and park development projects. The exercise of

examining and funding of capital projects using DCs is done annually through the capital budget process. An amount of \$45.3 million was returned from capital projects to the DC reserve funds, as the monies were no longer required due to various reasons. Finally, roughly \$200,000 was returned to developers/builders in the form of DC refunds (e.g. – building permit was cancelled).

Table 1. DC Reserve Fund Activity

DC Reserve Fund Activity	2024 \$(millions)
Opening Balance	\$ 231.5
Add: DC Revenues	\$ 45.4
Interest Income and Other	\$ 2.5
Total Revenues	\$ 47.9
Less:	
DC Funds Transferred to Capital Projects	\$ 129.5
DC Funds Returned from Capital Projects	\$ (45.3)
Transfers to Revenue and Refunds	\$ 0.2
Total Expenditures	\$ 84.4
Closing Balance	\$ 195.0

The closing balance of the DC Reserve Fund as of December 31, 2024, is \$195.0 million which represents a decrease of \$36.6 million, year-over-year. The decrease in the reserve fund balance was mainly due to total expenditures exceeding DC revenues and interest income.

A list of all DC Reserve Funds, including descriptions, can be found in Appendix 1, and the 2024 activity for each DC Reserve Fund can be found in Appendix 2. A list of all capital projects funded by DCs can be found in Appendix 3.

On November 28, 2022, Bill 23 the *More Homes Built Fast Act, 2022* received Royal Assent. The legislation had significant impacts to the City's recently passed 2022 DC By-law. Most notably, a mandatory retroactive phase-in to the residential and non-residential DC rates. Subsequently, the Province passed Bill 185 on June 6, 2024, which reversed some of the previous legislative changes, including the repeal of the mandatory phase-in of DC rates.

Cash-in-lieu of Parkland Reserve Fund Activity

As summarized in Table 2, the City collected \$72.8 million in CIL Parkland revenues and the reserve fund earned an additional \$14.4 million in interest. Capital projects which used CIL Parkland as a funding source amounted to \$94.7 million, and \$6.9 million was returned to the reserve fund. There were no CIL Parkland refunds in 2024.

The closing balance of the CIL Parkland Reserve Fund as of December 31, 2024, is \$139.8 million which represents a nominal decrease of \$0.7 million, year-over-year.

Table 2. CIL Parkland Reserve Fund Activity

CIL-Parkland Reserve Fund Activity	2024 \$(millions)
Opening Balance	\$ 140.5
Add: CIL-Parkland Revenues	\$ 72.8
Interest Income and Other	\$ 14.4
Total Revenues	\$ 87.2
Less:	
CIL-Parkland Funds Transferred to Capital Projects	\$ 94.7
CIL-Parkland Funds Returned from Capital Projects	\$ (6.9)
Transfers to Revenue and Refunds	\$ -
Total Expenditures	\$ 87.8
Closing Balance	\$ 139.8

A list of all capital projects financed by CIL Parkland can be found in Appendix 3.

Bonus Zoning (formerly Section 37) Reserve Fund Activity

The Bonus Zoning (formerly Section 37) reserve fund was established with the approval of the 2012 Corporate Policy governing the collection of monies related to the former Section 37 of the *Planning Act*. The City collected \$3.5 million in Bonus Zoning revenue from development and the reserve fund earned an additional \$0.6 million in interest. Capital projects which used Bonus Zoning (formerly Section 37) as a funding source amounted to \$5.5 million, and \$1.4 million was returned to the reserve fund.

The closing balance of the Bonus Zoning (formerly Section 37) Reserve Fund as of December 31, 2024, is \$8.4 million which represents the same balance, year-over-year.

Table 3. Bonus Zoning Reserve Fund Activity

Bonus Zoning Reserve Fund Activities	2024 \$(millions)
Opening Balance	\$ 8.4
Add: Bonus Zoning Revenue	\$ 3.5
Interest Income and Other	\$ 0.6
Total Revenues	\$ 4.1
Less:	
Bonus Zoning Funds Transferred to Capital Projects	\$ 5.5
Bonus Zoning Funds Returned from Capital Projects	\$ (1.4)
Transfers to Revenue and Refunds	\$ -
Total Expenditures	\$ 4.1
Closing Balance	\$ 8.4

Community Benefits Charges (CBC) Reserve Fund Activity

As a result of the Royal Assent of Bill 197, *COVID-19 Economic Recovery Act, 2020*, the CBC replaced Section 37, the bonus zoning provision, in the *Planning Act*. City Council approved its first Community Benefits Charge Strategy and By-law in 2022.

The CBC Revenue is comprised of one CBC receipt in 2024 in the amount of \$1.1 million. Additionally, this reserve fund earned \$1.1 million in interest. The closing balance of the CBC Reserve Fund as of December 31, 2024, is \$15.5 million which represents an increase of \$2.2 million, year-over-year. The increase in the reserve fund balance was due to revenue collected from development and interest earned.

Table 4. Community Benefits Charges Reserve Fund Activity

	2024	
Community Benefit Charges Reserve Fund	\$(millions)	
Opening Balance	\$	13.3
Add: CBC Revenue	\$	1.1
Interest Income and Other	\$	1.1
Total Revenues	\$	2.2
Less: CBC Transferred to Capital Projects	\$	-
CBC Returned from Capital Projects	\$	-
Transfers to Revenue and Refunds	\$	-
Total Expenditures	\$	-
Closing Balance	\$	15.5

DC and Lot Levy Credit Activity

The majority of the lot levy credits are related to the road and storm services that were waived during the lot levy regime in the development agreements. These credits are redeemed at the time of building permit issuance. Appendix 4 summarizes the amount of lot levies held by the City.

Developers are also entitled to DC credits if they construct infrastructure on behalf of the City. There was no DC credit activity during 2024, as shown in Appendix 5.

A Statement of Compliance, required by the DC Act, is acknowledged by the City Treasurer, and attached as Appendix 6.

Financial Impact

There are no immediate financial impacts as a result of the recommendations in this report.

Conclusion

The Annual Treasurer's Statement is required by the DC Act and the *Planning Act*. This report and its accompanying appendices have been prepared for Council's information and to fulfill the

legislative and regulatory reporting requirements of the Annual Treasurer's Statement. This statement will be available to the public on the City's website following Council's approval of the recommendation.

Attachments

Appendix 1: 2024 DC Reserve Funds Description

Appendix 2: 2024 DC, CBC, Bonus Zoning and CIL Parkland Reserve Fund Continuity Schedule

Appendix 3: 2024 Capital Projects Financed

Appendix 4: 2024 Development Levy Credits Continuity Schedule

Appendix 5: 2024 DC Credits Continuity Schedule

Appendix 6: 2024 Statement of Compliance



Geoff Wright, P.Eng, MBA, City Manager and Chief Administrative Officer

Prepared by: Janet Lee, Manager, Development Financing

Appendix 1

Development Charges Reserve Funds

Pursuant to the *Development Charges Act, 1997* S.O. 1997 c.27, as amended, monies collected under the *Act* shall be placed into separate reserve fund accounts for the purpose of funding growth-related capital costs for which the development charge was imposed under the Development Charges By-law 0133-2022 or in previous Mississauga Development Charge By-laws.

Reserve funds were established for the following purpose:

By-law Enforcement	Funds are collected for the purpose of the animal control expansion, and services related to the <i>Provincial Offences Act</i> , as a result of new development. This charge is collected from both the residential and non-residential sectors.
Development Related Studies	Funds are collected for growth-related studies related to new development. This charge is collected from both the residential and non-residential sectors.
Recreation & Parks Development	Funds are collected for the purpose of capital requirements consistent with the Future Directions Plan servicing residential growth. Development charges are collected from the residential sector only.
Fire Services	Funds are collected for the capital requirements consistent with the Fire Master Plan as it relates to growth. This charge is collected from both the residential and non-residential sectors.
Library	Funds are collected for the capital expenses related to growth as outlined in the Library Master Plan, which was endorsed by both Council and the Library Board. Development charges are collected from the residential sector only.
Transit	Funds are collected for the purpose of providing all transit services as they relate to growth. This charge is collected from both the residential and non-residential sectors.
Roads and Related Infrastructure	Funds are collected for the construction of transportation infrastructure in the City as this relates to development growth. This charge is collected from both the residential and non-residential sectors.
Public Works	Funds are collected for the capital costs involved with Building and Fleet components of the Transportation and Works Department as they relate to growth. This charge is collected from both the residential and non-residential sectors.
Living Art Centre Debt	Funds collected for this service are used to retire a debt incurred for the construction of the Living Arts Centre in Mississauga. Development charges are collected from the residential sector only.
Storm Water Management	Funds collected for this service are to be used for items such as erosion control, conveyance, storm water management, storm sewer oversizing and related studies. This charge is collected from both the residential and non-residential sectors, on a cost per net hectare basis.

2024 Development Charges, Community Benefit Charges, Bonus Zoning and Cash-in-Lieu of Parkland Reserve Fund Continuity Schedule

Fund Name	Balance January 1, 2024	Revenues				Capital Expenditures			Balance December 31, 2024
		Interest	From Developers	Other	Total Revenue	DCA / General Reserve Refunds	Transfers To/ (From) Capital ¹	Transfers To Revenue	
DCA-By-Law Enforcement	(2,871,782)	(104,595)	189,673	0	85,078	14	0	0	(2,786,718)
DCA-Development Related Studies	1,320,980	41,313	544,477	0	585,789	27	457,697	0	1,449,046
DCA-Recreation and Parks Development	49,975,812	862,479	14,216,143	270,554	15,349,176	0	15,531,274	0	49,793,714
DCA-Recreation (Hershey) ²	270,554	4,212	0	(270,554)	(266,342)	0	0	0	4,212
DCA-Fire Services	844,370	56,065	1,716,399	0	1,772,464	138	0	0	2,616,696
DCA-Library	11,807,848	418,435	1,391,724	0	1,810,159	0	1,398,496	0	12,219,511
DCA-Transit	15,827,918	385,338	2,629,246	(4,375,000)	(1,360,416)	369	5,026,607	0	9,440,526
DCA-Roads and Related Infrastructure	103,042,284	3,322,087	22,229,999	0	25,552,086	1,953	60,233,135	0	68,359,282
DCA-Public Works	17,286,010	650,131	1,148,064	0	1,798,195	79	378,278	150,000	18,555,848
DCA-LAC	3,883	1,638	99,480	0	101,118	0	0	0	105,001
DCA-Storm Water	29,164,436	1,049,732	435,363	0	1,485,095	0	1,154,539	0	29,494,991
DC Appeal - Residential	3,297,371	130,049	508,769	0	638,819	0	0	0	3,936,189
DC Appeal - Industrial	951,645	40,997	273,824	0	314,821	0	0	0	1,266,466
DC Appeal - Non-Industrial	588,072	21,234	17,476	0	38,710	180	0	0	626,602
Total DC Reserve Funds	231,509,399	6,879,116	45,400,636	(4,375,000)	47,904,752	2,759	84,180,025	150,000	195,081,367
Community Benefit Charges	13,296,274	1,132,122	1,116,835	0	2,248,957	0	0	0	15,545,232
Bonus Zoning (formerly Section 37)	8,403,551	590,592	3,465,000	0	4,055,592	0	4,082,652	0	8,376,491
Cash-in-Lieu of Parkland (Section 42)	140,476,405	9,957,151	72,756,309	4,375,000	87,088,460	0	87,798,712	0	139,766,153

¹ Details of the transfers to/(from) Reserve Funds by project are shown in Appendix 3.

² Revenues collected under the DCA Recreation (Hershey) was used to pay for the growth-related share of the Hershey Centre. In 2019, the Hershey Centre was renamed the Paramount Fine Foods Centre.

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2024**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2024.

Project Number	Description	2024		2024		2024			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Development Charge Financing		Cash-in-Lieu of Parkland		Other Financing				
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
8159	Creditview Rd Bridge over Credit River Roads and Related Infrastructure - 31335 Capital Reserve Fund - 33121 Debt Management RF-Tax Capital - 37100	196,987				65,503 23,459			(6,354,123) (2,112,914) (756,714)	(9,223,750)
8171	Traffic Signal Equipment Enhancements Roads and Related Infrastructure - 31335 Capital Reserve Fund - 33121 Contributions - Capital and Maintenance - 35201	109,419				11,816 29,881			(1,528,432) (165,058) (417,394)	(2,110,884)
11175	Traffic Management Centre Roads and Related Infrastructure - 31335 Capital Reserve Fund - 33121 Contributions - Capital and Maintenance - 35201	262,418				225,107	(40,537)		(1,532,188) (511,190) (534,634)	(2,578,012)
13331	Multi-Use Trails-ORT-07 Ctl Pky-L Eto Ck Recreation and Parks - 31315 Capital Reserve Fund - 33121	180,000				20,000			(419,982) (46,665)	(466,646)
14106	Goreway Drive Grade Separation Roads and Related Infrastructure - 31335 Capital Reserve Fund - 33121 Debt Management RF-Tax Capital - 37100		(7,091,250)					(750) (2,058,000)	(20,220,109) (254,500) (2,648,000)	(23,122,609)
14142	New Facility-Cooksville Creek Pond #3702 Storm Water Management - 31350 Parks-Other Developer Contribution - 35219 Stormwater-Capital Reserve Fund - 35992 Debt Management - Stormwater - 37200 Developer Contribution-Stormwater Reserve - 37513	214,762				447,104			(7,048,938) (1,711,000) (2,877,896) (8,186,000) (1,900,000)	(21,723,834)
14176	Multi-Use Trails along Hanlan Routes Roads and Related Infrastructure - 31335	293,578							(1,990,662)	(1,990,662)
14308	LakeviewCorridorTrail_Lakeshore to QEW Recreation and Parks - 31315 Capital Reserve Fund - 33121	381,389				42,377			(84,109) (9,345)	(93,454)
15140	Cksvl Crk Ersion Ctrl-Mis Valy & Cntl Pk Storm Water Management - 31350 Capital Reserve Fund - 33121	2,020				58,567			(5,980) (173,433)	(179,414)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2024**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2024.

Project Number	Description	2024		2024		2024			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Development Charge Financing		Cash-in-Lieu of Parkland		Other Financing				
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
15167	Cycling Program Roads and Related Infrastructure - 31335 Capital Reserve Fund - 33121 Federal Gas Tax Reserve Fund - 35182 Contributions - Capital and Maintenance - 35201	7,240				12,516			(1,199,716) (16,484) (261,000) (7,595)	(1,484,795)
15303	Bicycle/Pedestrian System (ORT05B) Recreation and Parks - 31315 Capital Reserve Fund - 33121		(63,577)					(7,064)	(285,877) (31,764)	(317,641)
16312	City Centre Scholar's Green (P_507) Recreation and Parks - 31315 Capital Reserve Fund - 33121 Federal Gas Tax Reserve Fund - 35182	270,000				28,027 720			(2,135,047) (221,627) (16,854)	(2,373,528)
17004	Cooksville Ck Erosion Ctrl- QEW-Elaine Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992	37,609				1,070,227			(63,723) (1,813,337)	(1,877,060)
17008	Cooksville Ck Erosion Ctrl-S of Rathburn Storm Water Management - 31350 Debt Management - Stormwater - 37200 Stormwater-Capital Reserve Fund - 35992	9,589				272,754			(131,216) (940,043) (2,792,200)	(3,863,459)
17017	Pinnacle SWMF- near Hurontario/Eglinton Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992	44,543				1,265,532			(31,957) (907,968)	(939,925)
17020	Cooksville Ck Flood SWMF #3604 (P-309) Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992	47				1,381			(4,578) (134,187)	(138,765)
17101	Intersection Capital Program Roads and Related Infrastructure - 31335	55,701							(439,299)	(439,299)
17307	Bridges & Underpasses - Various Com Pks Federal Gas Tax Reserve Fund - 35182 CBC Reserve Fund - 35220 Bonus Zoning - 35400					134,818			(220,000) (160,000) 134,818	(245,182)
17312	ComPks- Basic Development-F_034 Recreation and Parks - 31315 Capital Reserve Fund - 33121 Federal Gas Tax Reserve Fund - 35182	251,522				48,478			(2,528,053) (79,010) (408,245)	(3,015,309)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2024**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2024.

Project Number	Description	2024		2024		2024			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Development Charge Financing		Cash-in-Lieu of Parkland		Other Financing				
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
17313	ComPks - Design & Cons (Harris Property) Recreation and Parks - 31315 Capital Reserve Fund - 33121 Federal Gas Tax Reserve Fund - 35182		(3,082,000)						(8,934,642) (209,545) (132,814)	(9,277,000)
17427	RecFuture DirectionsStudy-Cooksville CC Reserve for Contingencies - 30125 Recreation and Parks - 31315	34,070				3,786			(11,214) (100,930)	(112,145)
18005	Cooksville Crk Erosion Ctrl - CP Rwy Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(776)				(22,516)		(50,110) (1,453,183)	(1,503,293)
18106	Burnhamthorpe Road E Reconstruction Roads and Related Infrastructure - 31335 Federal Gas Tax Reserve Fund - 35182 Debt Management RF-Tax Capital - 37100	21,449				293,669 63,818			(259,305) (3,917,651) (404,107)	(4,581,063)
18135	Applewood Crk Erosion Control - Lakeview Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992	117,262				3,882,738			(258,269) (8,551,731)	(8,810,000)
18142	Etobicoke Crk Erosion Ctrl-Pony Trl Dr Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(95,000)				(2,905,000)		(190,000) (5,810,000)	(6,000,000)
18173	Traffic System and ITS Roads and Related Infrastructure - 31335	30,275							(44,725)	(44,725)
18185	Noise Wall Program Roads and Related Infrastructure - 31335 Capital Reserve Fund - 33121 Federal Gas Tax Reserve Fund - 35182 Debt Management RF-Tax Capital - 37100		(11,387)				(702) (1,049) (16,331)		(531,316) (32,764) (48,968) (1,083,331)	(1,696,378)
18197	Property Acquisition Roads and Related Infrastructure - 31335		(18,269)						(93,269)	(93,269)
18198	Traffic Signals - New Roads and Related Infrastructure - 31335 Contributions - Traffic Signals - 35209	88,357				96,871			(251,643) (273,129)	(524,772)
18309	Hancock Woodlands - Various Cash-in-Lieu of Parkland - 32121			313,111					(4,215,676)	(4,215,676)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2024**

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Project Number	Description	2024		2024		2024			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Development Charge Financing		Cash-in-Lieu of Parkland		Other Financing				
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
18336	Park Improvements Program Capital Reserve Fund - 33121 Bonus Zoning - 35400					292,198	(292,198)		(566,277) (50,181)	(616,459)
18968	Municipal Growth Management Development Related Studies - 31357 Capital Reserve Fund - 33121	2,225				7,663			(68,969) (237,560)	(306,529)
19004	Cksvl Creek Fid Strg Fac-Mississauga Val Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992	40,323				959,677			(370,567) (8,819,433)	(9,190,000)
19010	Sawmill Ersn Ctl-Folkway-Erin Mls Pkwy Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(38,000)				(912,000)		(152,000) (3,648,000)	(3,800,000)
19167	Cycling Program Roads and Related Infrastructure - 31335 Federal Gas Tax Reserve Fund - 35182		(584,943)						(5,230,198) (62,383)	(5,292,581)
19172	Transit Signal Priority (TSP) Roads and Related Infrastructure - 31335	283,364							(56,636)	(56,636)
19173	Traffic System and ITS Roads and Related Infrastructure - 31335	87,186							(262,814)	(262,814)
19186	Cycling Program (Structures) Roads and Related Infrastructure - 31335	7,143							(142,857)	(142,857)
19246	Transit Electrification Study Transit - 31330 Capital Reserve Fund - 33121	13,845					(30,377)		(1,386,160) (286,008)	(1,672,168)
19307	Land Acquisition-Loreland Ave Cash-in-Lieu of Parkland - 32121			2,194,330					(12,805,670)	(12,805,670)
19319	Northwest Sports Park Phase 1 Recreation and Parks - 31315 Debt Management RF-Tax Capital - 37100	1,043,454				115,939			(756,546) (84,061)	(840,606)
19340	Growth related Equipment - Parks Recreation and Parks - 31315 Capital Reserve Fund - 33121 Debt Management RF-Tax Capital - 37100		(183)				(20)		(172,767) (52,892) (341,000)	(566,659)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2024**

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Project Number	Description	2024		2024		2024			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Development Charge Financing		Cash-in-Lieu of Parkland		Other Financing				
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
19427	Burnhamthorpe CC Indoor Pool Redevelpmnt Recreation and Parks - 31315 Cash-in-Lieu of Parkland - 32121 Capital Reserve Fund - 33121 Federal Gas Tax Reserve Fund - 35182 Debt Management RF-Tax Capital - 37100		(477,647)		(183,565)		(1,544,794)	(204,994)	(5,496,360) (10,585,315) (2,392,331) (700,000) (23,022,994)	(42,197,000)
20020	Cksvile Crk Ersn Ctl-Upstrm Ctl Pkw Blvd Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992	8,775				177,917			(45,746) (927,563)	(973,309)
20029	Loyalist Crk Ersn Ctl-Betwn ThornlodgeDr Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992	49,655				1,950,345			(99,310) (3,900,690)	(4,000,000)
20101	Clarkson Rd/Lakeshore Rd Int-Des&Cons Roads and Related Infrastructure - 31335		(1,600,000)						(2,080,000)	(2,080,000)
20102	Courtneypark Drive East/Hiway 410 Inter Roads and Related Infrastructure - 31335	1,938,716							(14,026,284)	(14,026,284)
20140	Montrng & minor mod of SWM Fac-Var Loc Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(1,300)					(24,700)	(5,300) (100,700)	(106,000)
20145	Minor Erosion Control Works - Var Loc Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992	641				11,119			(11,635) (201,680)	(213,315)
20172	Transit Signal Priority (TSP) Roads and Related Infrastructure - 31335	340,000								0
20186	Port Credit AT Bridge Roads and Related Infrastructure - 31335 Capital Reserve Fund - 33121		(2,387,000)					(713,000)	(3,987,000) (713,000)	(4,700,000)
20198	Traffic Signals - New Roads and Related Infrastructure - 31335 Contributions - Traffic Signals - 35209 CBC Reserve Fund - 35220 Bonus Zoning - 35400	94,148				102,906		22,333	(335,852) (367,094) (102,000) 22,333	(782,614)
20246	Transit Bus Pads - Growth Transit - 31330	7,439							(133,522)	(133,522)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2024**

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Project Number	Description	2024		2024		2024			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Development Charge Financing		Cash-in-Lieu of Parkland		Other Financing				
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
20248	Transit MiWay Transit Shelters Transit - 31330 Debt Management RF-Tax Capital - 37100		(22,792)					(34,188)	(382,792) (574,188)	(956,981)
20304	Land Acquisition – Parkland (F-585) Cash-in-Lieu of Parkland - 32121			2,834,959					(13,518,748)	(13,518,748)
20322	Marina Park Development (P_112) Recreation and Parks - 31315 Capital Reserve Fund - 33121		(5,050,455)					(20,545)	(14,322,155) (278,845)	(14,601,000)
20340	Vehicles & Equipment Recreation and Parks - 31315 Cash-in-Lieu of Parkland - 32121 Capital Reserve Fund - 33121	10,959		5,772				(2,170)	(151,041) (350,228) (47,266)	(548,535)
20342	Park Development - Zonta Meadows (P_294) Recreation and Parks - 31315 Capital Reserve Fund - 33121		(961,000)						(7,377,000) (332,000)	(7,709,000)
20425	Carmen Corbasson CC Indoor Pool Recreation and Parks - 31315 Cash-in-Lieu of Parkland - 32121 Capital Reserve Fund - 33121 Debt Management RF-Tax Capital - 37100		(489,050)		(9,501,000)			(950) (16,253,000)	(2,304,240) (27,351,000) (608,760) (25,043,000)	(55,307,000)
21103	Preliminary Engineering Studies Roads and Related Infrastructure - 31335		(74,553)						(189,553)	(189,553)
21104	Kariya Dr 110 M S of ElmDr to CntralPkwy Roads and Related Infrastructure - 31335 Capital Reserve Fund - 33121		(900,000)						(1,121,075) (30,000)	(1,151,075)
21163	New Vehicles & Equipment Public Works - 31340		(4,084)						(234,084)	(234,084)
21172	Transit Signal Priority (TSP) Roads and Related Infrastructure - 31335	340,000								0
21173	Traffic System and ITS Roads and Related Infrastructure - 31335	200,000								0
21178	TW- West Credit Site Public Works - 31340 Capital Reserve Fund - 33121	50,807				5,645			(2,469,193) (274,355)	(2,743,548)
21187	Cycling Program (Midblock Crossings) Roads and Related Infrastructure - 31335		(275,000)						(475,000)	(475,000)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2024**

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Project Number	Description	2024		2024		2024			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Development Charge Financing		Cash-in-Lieu of Parkland		Other Financing				
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
21190	Cycling Program (Collegeway Prefd Alt) Roads and Related Infrastructure - 31335 Federal Gas Tax Reserve Fund - 35182	42,105				157,895			(1,157,895) (4,342,105)	(5,500,000)
21198	Traffic Signals - New Roads and Related Infrastructure - 31335 Federal Gas Tax Reserve Fund - 35182 Contributions - Traffic Signals - 35209	113,418				150,960 124,537			(396,582) (144,040) (435,463)	(976,085)
21249	Transit Shelters - ICIP Transit - 31330 Capital Reserve Fund - 33121		(144,018)						(288,036) (29,936)	(317,972)
21304	Land Acquisition Waterfront F-105 Cash-in-Lieu of Parkland - 32121			21,301					(96,418)	(96,418)
21306	Parkland Acquisition Program Cash-in-Lieu of Parkland - 32121			8,872					(230,507)	(230,507)
21309	Land Acquisition – Parkland (F-616) Cash-in-Lieu of Parkland - 32121			750,000					(10,357,520)	(10,357,520)
21322	Play Equipment (New) - Missinihe Park Recreation and Parks - 31315 Capital Reserve Fund - 33121		(1,656)			2,028			(209,556) (72,072)	(281,627)
21323	New Amenities - Football/ Track Recreation and Parks - 31315 Capital Reserve Fund - 33121		(495,000)						(2,112,000) (33,000)	(2,145,000)
21326	Park Development-Lakeview Village(F_303) Recreation and Parks - 31315 Capital Reserve Fund - 33121	11,545,535				68,215			(12,210,487) (26,085)	(12,236,572)
21334	Playground (New) - Elmcreek Park Recreation and Parks - 31315 Capital Reserve Fund - 33121 Federal Gas Tax Reserve Fund - 35182		(485,121)					(9,879)	(1,475,945) (302,855) (874,200)	(2,653,000)
21336	Major Redevelopment - Gullelen Park Recreation and Parks - 31315 Capital Reserve Fund - 33121 Federal Gas Tax Reserve Fund - 35183		(25,064)					(7,946) (36,990)	(1,666,703) (528,385) (2,459,697)	(4,654,786)
21341	Growth Related Equipment-Parks Recreation and Parks - 31315 Capital Reserve Fund - 33121		(2,552)					(284)	(164,552) (18,284)	(182,835)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2024**

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Project Number	Description	2024		2024		2024			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Development Charge Financing		Cash-in-Lieu of Parkland		Other Financing				
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
21954	Municipal Growth Management Development Related Studies - 31357 Capital Reserve Fund - 33121	118,134				56,879			(84,366) (40,621)	(124,987)
22103	Preliminary Engineering Studies Roads and Related Infrastructure - 31335	60,455							(54,545)	(54,545)
22134	Cooksville Crk Erosion Control-CP Rail Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992	1,094				22,199			(91,906) (1,864,801)	(1,956,707)
22138	Storm Sewer Oversizing - Var Loc Storm Water Management - 31350	270,000								0
22142	Hurontario LRT Storm Sewer Improvements Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992 Stormwater Pipe Reserve Fund - 35993		(1,150,900)					(6,025,200) (2,593,900)	(2,302,900) (12,056,600) (5,190,500)	(19,550,000)
22145	Minor Erosion Control Works - Var Loc Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992	7,034				124,849			(966) (17,151)	(18,118)
22172	Transit Signal Priority (TSP) Roads and Related Infrastructure - 31335	340,000								0
22212	CentPkway Station-Bus loop&washroom Transit - 31330 Capital Reserve Fund - 33121 Federal Gas Tax Reserve Fund - 35183		(244,240)					(715,000) (2,355,760)	(1,463,672) (715,000) (4,136,328)	(6,315,000)
22218	Electrification/On Route Charging Transit - 31330 Capital Reserve Fund - 33121		(12,194)					(17,806)	(73,166) (106,834)	(180,000)
22273	South Common Library - design & const Library - 31325 Capital Reserve Fund - 33121 Debt Management RF-Tax Capital - 37100		(346,588)					(57,412) (1,032,000)	(414,143) (296,757) (1,032,000)	(1,742,901)
22303	Parkland Acquisitions Various Cash-in-Lieu of Parkland - 32121			750,000					(10,314,973)	(10,314,973)
22321	Multi-Use Trails - Construction Recreation and Parks - 31315 Capital Reserve Fund - 33121	340,229				98,851			(713) (207)	(920)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2024**

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Project Number	Description	2024		2024		2024			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Development Charge Financing		Cash-in-Lieu of Parkland		Other Financing				
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
22322	Bike System Culham Trail - Derry Rd Recreation and Parks - 31315 Capital Reserve Fund - 33121	86,547				25,146			(68,426) (19,881)	(88,306)
22323	N.W Sports Park 2B - Field Heritage Area Recreation and Parks - 31315		(7,655,000)						(14,867,000)	(14,867,000)
22324	Sport Fields-Design and Const-Various Recreation and Parks - 31315		(202,000)						(606,000)	(606,000)
22337	Sanitation Infrastructure Recreation and Parks - 31315		(555)						(51,110)	(51,110)
22348	Ward 1 Improvements - P.C. Memorial Park Federal Gas Tax Reserve Fund - 35182 CBC Reserve Fund - 35220 Bonus Zoning - 35400						(136,552) (532,000)		(897,311) (742,741) (532,000)	(2,172,052)
22420	South Common CC renovation Recreation and Parks - 31315 Capital Reserve Fund - 33121 Debt Management RF-Tax Capital - 37100		(2,997,000)						(3,537,061) (687,351) (3,814,000)	(8,038,412)
22952	Special Planning Studies Reserve for Contingencies - 30125 Development Related Studies - 31357	121,945				121,945			(3,055) (3,055)	(6,111)
23015	Land Acq-Etobicoke Creek Drainage Imp Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(305,000)				(4,695,000)		(427,000) (6,573,000)	(7,000,000)
23101	Intersection Capital Program Roads and Related Infrastructure - 31335		(211,000)						(711,000)	(711,000)
23104	Ninth Line Widening - Eglinton to Derry Roads and Related Infrastructure - 31335 Capital Reserve Fund - 33121		(820,980)				(91,220)		(1,641,960) (182,440)	(1,824,400)
23105	McLaughlin Rd Impv-Britannia to Bristol Roads and Related Infrastructure - 31335 Capital Reserve Fund - 33121 Bonus Zoning - 35400		(385,000)				(115,000) (1,000,000)		(770,000) (230,000) (1,000,000)	(2,000,000)
23108	Corridor Transportation Master Plans Roads and Related Infrastructure - 31335		(750,000)						(1,500,000)	(1,500,000)
23116	Transportation Master Plan Study Roads and Related Infrastructure - 31335		(200,000)						(400,000)	(400,000)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2024**

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Project Number	Description	2024		2024		2024			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Development Charge Financing		Cash-in-Lieu of Parkland		Other Financing				
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
23138	Storm Sewer Oversizing-Variou Locations Storm Water Management - 31350	270,000								0
23173	Traffic System and ITS Roads and Related Infrastructure - 31335	200,000								0
23198	Traffic Signals - New Roads and Related Infrastructure - 31335 Contributions - Traffic Signals - 35209		(185,371)				(203,544)		(695,371) (763,544)	(1,458,915)
23209	CX Electrical Modif Study&Design Transit - 31330 Capital Reserve Fund - 33121	600,000					(600,000)		(2,000,000)	(2,000,000)
23219	TransitChange-Off Veh Acquisition-Growth Transit - 31330	7,105							(47,895)	(47,895)
23237	TransitOtherVeh(VansCarsTrucks)AcqGrowth Transit - 31330		(40,000)						(260,000)	(260,000)
23240	Transit Other Veh(VansCarsTrucks)-Growth Transit - 31330		(55,000)						(275,000)	(275,000)
23246	Cawthra Transitway St-Bus loop&washroom Transit - 31330 Capital Reserve Fund - 33121 Federal Gas Tax Reserve Fund - 35183		(600,000)				(645,000) (255,000)		(1,412,954) (645,000) (1,442,046)	(3,500,000)
23270	Express Libraries Library - 31325		(623,000)						(830,500)	(830,500)
23274	Library Collection Growth Library - 31325	629							(99,371)	(99,371)
23276	Laptop Kiosk Expansion Library - 31325 Capital Reserve Fund - 33121		(330,000)						(680,680) (97,760)	(778,440)
23309	New Amenities - Football/ Track Recreation and Parks - 31315		(1,475,000)						(1,805,000)	(1,805,000)
23313	Park Development - (F_105) Recreation and Parks - 31315		(3,450,000)						(4,550,000)	(4,550,000)
23320	Camilla Park Development Recreation and Parks - 31315 Capital Reserve Fund - 33121 Federal Gas Tax Reserve Fund - 35182		(375,000)				(1,125,000)		(640,750) (797,250) (1,125,000)	(2,563,000)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2024**

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Project Number	Description	2024		2024		2024			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Development Charge Financing		Cash-in-Lieu of Parkland		Other Financing				
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
23332	Ward 5 Park Development-Variou Locations Bonus Zoning - 35400						(3,000,000)		(3,000,000)	(3,000,000)
24007	Creditview - Bancroft to Old Creditview Roads and Related Infrastructure - 31335 Capital Reserve Fund - 33121		(225,000)				(25,000)		(225,000) (25,000)	(250,000)
24008	Integrated Road Program - Study Roads and Related Infrastructure - 31335 Capital Reserve Fund - 33121		(287,500)				(287,500)		(287,500) (287,500)	(575,000)
24010	BloorSt Int Rd Proj (CenPkway/EtobCreek) Roads and Related Infrastructure - 31335 Debt Management RF-Tax Capital - 37100		(750,000)				(2,250,000)		(750,000) (2,250,000)	(3,000,000)
24011	GIerin Dr IntRd Proj(Britannia/Derry) Roads and Related Infrastructure - 31335 Capital Reserve Fund - 33121		(250,000)				(750,000)		(250,000) (750,000)	(1,000,000)
24012	Old Derry Road/Old Creditview Road Study Roads and Related Infrastructure - 31335		(860,000)						(860,000)	(860,000)
24013	Integrated Road Program - Design Roads and Related Infrastructure - 31335 Capital Reserve Fund - 33121		(375,000)				(375,000)		(375,000) (375,000)	(750,000)
24015	Dixie/Dundas Drainage Improvements Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(168,000)				(2,582,000)		(168,000) (2,582,000)	(2,750,000)
24017	Transit & Rd Infrastructure Plan Implent Roads and Related Infrastructure - 31335		(100,000)						(100,000)	(100,000)
24018	Main Street Bridge at Credit River Roads and Related Infrastructure - 31335		(100,000)						(100,000)	(100,000)
24019	Sidewalk Infills (Major Roads) Roads and Related Infrastructure - 31335		(1,100,000)						(1,100,000)	(1,100,000)
24028	Wolfdale Crk-Cr Riv to Burnhamthorpe Rd Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(15,000)				(485,000)		(15,000) (485,000)	(500,000)
24101	Intersection Improvements Roads and Related Infrastructure - 31335		(575,000)						(575,000)	(575,000)
24108	Corridor Transportation Master Plans Roads and Related Infrastructure - 31335		(750,000)						(750,000)	(750,000)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2024**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2024.

Project Number	Description	2024		2024		2024			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Development Charge Financing		Cash-in-Lieu of Parkland		Other Financing				
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
24109	Cycling Linear Infills (Major Roads) Roads and Related Infrastructure - 31335 Debt Management RF-Tax Capital - 37100		(4,464,000)					(1,332,000)	(4,464,000) (1,332,000)	(5,796,000)
24113	Preliminary Engineering Studies Roads and Related Infrastructure - 31335		(132,000)						(132,000)	(132,000)
24117	Property Acquisition Roads and Related Infrastructure - 31335		(38,421,842)						(38,421,842)	(38,421,842)
24135	Credit River Erosion Ctrl - Dundas St Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(128,000)					(2,992,000)	(128,000) (2,992,000)	(3,120,000)
24138	Storm Sewer Oversizing - Var Loc Storm Water Management - 31350		(270,000)						(270,000)	(270,000)
24140	Mrtng and Minor mod of SWM Fac- Var loc Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(4,480)					(75,520)	(4,480) (75,520)	(80,000)
24145	Minor Erosion Control Works - Var Loc Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(5,000)					(79,000)	(5,000) (79,000)	(84,000)
24147	Minor Ero Etobicoke Crk Pacific Circle Storm Water Management - 31350 Stormwater-Capital Reserve Fund - 35992		(46,436)					(846,564)	(46,436) (846,564)	(893,000)
24163	New Vehicles & Equipment Public Works - 31340		(275,000)						(275,000)	(275,000)
24168	Winter Maintenance Vehicles Public Works - 31340		(150,000)						(150,000)	(150,000)
24171	Traffic Signal Equipment Enhancements Roads and Related Infrastructure - 31335		(350,000)						(350,000)	(350,000)
24173	Traffic System and ITS Roads and Related Infrastructure - 31335		(600,000)						(600,000)	(600,000)
24198	Traffic Signals - New Roads and Related Infrastructure - 31335 Contributions - Traffic Signals - 35209		(510,000)					(560,000)	(510,000) (560,000)	(1,070,000)
24207	Burnhamthorpe bus space and enh shelter Transit - 31330 Capital Reserve Fund - 33121 Debt Management RF-Tax Capital - 37100		(812,955)					(45) (1,187,000)	(812,955) (45) (1,187,000)	(2,000,000)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2024**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2024.

Project Number	Description	2024		2024		2024			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Development Charge Financing		Cash-in-Lieu of Parkland		Other Financing				
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
24209	MiWay Infrastructure Growth Plan 2.0 Transit - 31330 Capital Reserve Fund - 33121		(141,795)				(257,343)		(141,795) (257,343)	(399,138)
24212	Transit Bus Acquisitions - Hybrid Growth Transit - 31330		(2,700,000)						(2,700,000)	(2,700,000)
24248	Transit MiWay Transit Shelters Transit - 31330		(432,000)						(432,000)	(432,000)
24249	Onstreet Transit Infrastructure Transit - 31330		(450,000)						(450,000)	(450,000)
24274	Library Collection Growth Library - 31325		(99,537)						(99,537)	(99,537)
24300	New Amenities - Sportfields and Courts Recreation and Parks - 31315		(331,898)						(331,898)	(331,898)
24305	Install Shade Structure - Various Cash-in-Lieu of Parkland - 32121				(300,000)				(300,000)	(300,000)
24306	Parkland Acquisition Studies Cash-in-Lieu of Parkland - 32121				(130,000)				(130,000)	(130,000)
24307	Park Development - Cooksville Parkland Recreation and Parks - 31315		(600,000)						(600,000)	(600,000)
24312	Sanitation Infrastructure Recreation and Parks - 31315 Capital Reserve Fund - 33121		(100,000)				(50,000)		(100,000) (50,000)	(150,000)
24313	Bicycle/Pedestrian - ORDC Rail Trail Recreation and Parks - 31315 Capital Reserve Fund - 33121		(213,239)				(63,695)		(213,239) (63,695)	(276,934)
24317	Spray Pad Recreation and Parks - 31315		(576,065)						(576,065)	(576,065)
24318	Cricket Pitch - Bloor Athletic Fields Recreation and Parks - 31315		(161,510)						(161,510)	(161,510)
24322	New Mountain Bike Course Recreation and Parks - 31315		(114,406)						(114,406)	(114,406)
24332	RecBoating Capacity and Demand Study Recreation and Parks - 31315		(90,000)						(90,000)	(90,000)
24340	Vehicles & Equipment - Growth - Parks Recreation and Parks - 31315 Capital Reserve Fund - 33121		(200,000)				(546,000)		(200,000) (546,000)	(746,000)

**Capital Projects Financed by Development Charge Reserve Funds and Cash-in-Lieu of Parkland
December 31, 2024**

Description: This report highlights all Development Charge, Cash-in-Lieu of Parkland Reserve Fund and Other Sources of funding transfers to Capital Projects in 2024.

Project Number	Description	2024		2024		2024			Total Project Net Financing By Project and Reserve	Total Project Net Financing
		Development Charge Financing		Cash-in-Lieu of Parkland		Other Financing				
		Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Transfers to Reserve	Transfers from Reserve	Debt Financing		
24342	Park Dev - Hancock Woodlands Build Redev Cash-in-Lieu of Parkland - 32121				(1,500,000)				(1,500,000)	(1,500,000)
24348	Waterfront Development Various Locations Cash-in-Lieu of Parkland - 32121				(2,500,000)				(2,500,000)	(2,500,000)
24406	Land Acquisition-Parkland (F-639) Cash-in-Lieu of Parkland - 32121				(11,101,977)				(11,101,977)	(11,101,977)
24409	Land Acquisition-Parkland (F-645) Cash-in-Lieu of Parkland - 32121				(15,500,000)				(15,500,000)	(15,500,000)
24410	Land Acquisition-Parkland (F-454) Cash-in-Lieu of Parkland - 32121				(8,840,000)				(8,840,000)	(8,840,000)
24411	Land Acquisition-Parkland (P-646) Cash-in-Lieu of Parkland - 32121				(4,954,000)				(4,954,000)	(4,954,000)
24412	Land Acquisition-Parkland (F-376) Cash-in-Lieu of Parkland - 32121				(8,950,000)				(8,950,000)	(8,950,000)
24413	Land Acquisition-Parkland (P-625) Cash-in-Lieu of Parkland - 32121				(31,216,515)				(31,216,515)	(31,216,515)
24952	Special Planning Studies Reserve for Contingencies - 30125 Development Related Studies - 31357		(250,000)				(250,000)		(250,000)	(250,000)
24953	Strategic Waterfront Implementation Reserve for Contingencies - 30125 Development Related Studies - 31357		(225,000)				(75,000)		(75,000)	(225,000)
24954	Municipal Growth Management Development Related Studies - 31357 Capital Reserve Fund - 33121		(225,000)				(75,000)		(225,000)	(75,000)
TOTAL FINANCING ALL YEARS ALL SOURCES									(614,336,900)	(614,336,900)
TOTAL FINANCING TRANSFERRED IN 2024		21,251,145	(105,431,170)	6,878,345	(94,677,057)	12,698,441	(65,479,044)	0		
NET FINANCING TOTALS			(84,180,025)		(87,798,712)					

2024 Development Levy Credit Continuity Schedule

Section 14 Development Levy Credits represent payments made by our developers under the old lot levy regime that can be applied against future development charge activity. These credits are recognized by the City as a liability on our Financial Statements.

M Plan	Applicant	Value of Prepaid City Credits @ Jan 1, 2024	Storms Waived @ Jan 1, 2024	Roads Waived @ Jan 1, 2024	Other Services Waived @ Jan 1, 2024	Value of Prepaid and Waived Credits @ Jan 1, 2024	Prepaid Credits in 2024	Waived Services in 2024	Value of Prepaid and Waived Credits @ Dec 31, 2024
M-957	1181482 Ontario Ltd	63,201	9,702	0	0	72,903	0	0	72,903
M-948	1236236 Ontario Inc.	21,282	3,581	0	0	24,862	0	0	24,862
M-901	763442 Ontario Limited (Indrio)	77,233	0	0	0	77,233	0	0	77,233
M-915	Annovator Investments	80,861	15,554	0	0	96,416	0	0	96,416
M-584	Brookfield Commercial Properties/Gentra Inc.	0	18,687	0	0	18,687	0	0	18,687
M-425	Canonfield Inc.	0	37,699	2,106,097	0	2,143,796	0	0	2,143,796
M-793	Canonfield Inc.	221,561	46,545	0	0	268,106	0	0	268,106
43R-13128	City Centre Plaza	0	21,132	6,422,272	0	6,443,404	0	0	6,443,404
M-852	Dundee Realty Corp	24,274	4,420	0	0	28,694	0	0	28,694
M-592	Erin Mills Development Corporation	59,314	17,456	0	0	76,771	0	0	76,771
RP1542	Erin Mills Development Corporation	0	0	5,397,173	0	5,397,173	0	0	5,397,173
M-793	Lord Realty Holdings Ltd	7,008	4,196	0	0	11,205	0	0	11,205
M-533	Lord Realty Holdings Ltd	0	36,261	0	0	36,261	0	0	36,261
M-852	Meadowpines Development Corporation	202,513	54,169	0	0	256,682	0	0	256,682
M-401	OMERS REALTY MGMT CORP	15,125	13,596	0	0	28,721	0	0	28,721
M-1010	OMERS REALTY MGMT CORP	0	276,784	21,383,092	12,049,466	33,709,342	0	0	33,709,342
M-1023	Orlando Corporation	36,818	5,036	0	0	41,853	0	0	41,853
M-832	Orlando Corporation	75,997	15,213	0	0	91,210	0	0	91,210
M-900	Orlando Corporation	0	28	1,394,792	0	1,394,820	0	0	1,394,820
M-948	Richill Construction Limited	40,901	6,882	0	0	47,783	0	0	47,783
M-435	Tordar Investments Ltd	11,774	9,232	0	0	21,006	0	0	21,006
Total		937,862	596,174	36,703,425	12,049,466	50,286,927	0	0	50,286,927

Note: Opening balance for waived services will fluctuate with rate changes.

2024 Development Charge Credits Continuity Schedule

Represents Development Charge Credits for work being undertaken by the Developer.

Municipalities have the ability to offer credits towards development charges in exchange for services paid for by the Developer

M Plan	Developer	Type of DC Credit	Outstanding DC Credits Issued in Prior Years	Total Credits Used in Prior Years	DC Credits Balance @ Jan. 1, 2024	DC Credits Used during 2024	DC Credits Granted by Council during 2024	DC Credits Balance @ Dec. 31, 2024	GC Approval
M-1447	1296421 Ontario Inc.	Storm Water Mgmt	858,653	(681,906)	176,747			176,747	276-2000
M-1759	678604 Ontario Inc.	Park Development	12,981	(11,554)	1,427			1,427	GC 0574-2007
M-1874	678604 Ontario Inc. and 1105239 Ontario Inc.	Other Services	219,607	0	219,607			219,607	GC 0548-2011
M-1484	919848 Ontario Inc. & 1368781 Ontario Inc.	Park Development	27,574	(8,685)	18,889			18,889	178-2001
M-1272	996075 Ontario Ltd	Park Development	19,600	(615)	18,985			18,985	597-97
M-950, M-1263	Berlen Development Corp	Park Development	32,892	(31,895)	997			997	604-1997
M-1366	Britannia Meadows Development Corp	Transportation	187,250	(183,484)	3,766			3,766	442-1999
M-1366	Britannia Meadows Development Corp	Park Development	292,432	(287,485)	4,947			4,947	650-1999
M-1077 & M-1078 & M-1080	EMDC	Park Development	59,341	(58,815)	526			526	247-93
M-1079 & M-1081 & M-1082	EMDC	Park Development	476,214	(465,971)	10,243			10,243	212-93
M-1537 & M-1538	EMDC	Other Services	225,000	(198,876)	26,124			26,124	358-2002
M-1553/ M-1554	EMDC	Storm Water Mgmt	698,288	(694,675)	3,613			3,613	324-2001
M-1663, M-1664, M-1665	EMDC	Park Development	177,345	(153,616)	23,729			23,729	532-2004
M-1700 M-1701 M-1702 PN04-140	EMDC	Storm Water Mgmt	3,130,400	(3,125,900)	4,500			4,500	GC 0571-2005
PN-02-130	EMDC	Storm Water Mgmt	299,200	0	299,200			299,200	527-2003
	EMDC	Transportation	25,000	0	25,000			25,000	107-93
	EMDC	Transportation	40,000	0	40,000			40,000	107-93
M-1419 & M-1420	Fieldrun Development Corporation	Park Development	457,149		457,149			457,149	222-2000
M-1557	Gadan Properties Inc	Park Development	254,199	(251,310)	2,889			2,889	600-2002
M-1335	Graylight Properties Ltd	Transportation	203,490	(198,896)	4,594			4,594	812-1998
M-1483	KZK Group	Park Development	3,771	(2,606)	1,164			1,164	216-2001
M-1653	Matgo Developments Inc.	Park Development	174,653	(163,310)	11,342			11,342	477-2004
M-1563	Mattamy (Country Club) Ltd	Park Development	24,750	(21,656)	3,094			3,094	532-2002
M-1468	Mattamy Homes (Lorne Park)	Storm Water Mgmt	184,336	(182,520)	1,816			1,816	9-2001
M-1565	Mattamy Homes (Lorne Park)	Storm Water Mgmt	109,951	(109,378)	573			573	9-2001
M-1468	Mattamy Ltd	Park Development	451,254	(126,707)	324,547			324,547	125-2001
M-1565	Mattamy Ltd	Park Development	300,836	(299,243)	1,593			1,593	125-2001
M-1497	Monarch Construction Ltd	Park Development	11,067	(9,881)	1,186			1,186	527-2001
M-1526	Steelgate Security Products Ltd	Park Development	48,477	(43,932)	4,545			4,545	548-2001 & 481-2001

2024 Development Charge Credits Continuity Schedule

Represents Development Charge Credits for work being undertaken by the Developer.
Municipalities have the ability to offer credits towards development charges in exchange for services paid for by the Developer

M Plan	Developer	Type of DC Credit	Outstanding DC Credits Issued in Prior Years	Total Credits Used in Prior Years	DC Credits Balance @ Jan. 1, 2024	DC Credits Used during 2024	DC Credits Granted by Council during 2024	DC Credits Balance @ Dec. 31, 2024	GC Approval
M-1502	Summit Meadow Ltd	Park Development	45,924	(45,486)	438			438	528-2001
M-1246	Tarmac Canada Inc	Park Development	443,299	(439,842)	3,457			3,457	344-97
M-1476 & M-1477	Todbrook Investors Inc & Gasmuz Construction Inc	Park Development	214,152	(202,847)	11,305			11,305	330-2001
M-1476 & M-1477	Todbrook Investors Inc & Gasmuz Construction Inc	Other Services	340,775	(322,787)	17,988			17,988	323-2001
M-1535 & M-1536	Westport Realty Ltd	Park Development	4,884	(2,394)	2,490			2,490	156-2002
M-1509	Woodhaven Investments (1996) Inc	Park Development	410,267	(409,621)	646			646	547-2001
Total			10,465,009	(8,735,896)	1,729,113	0	0	1,729,113	

Summary of Credits by Type						
Type of DC Credit	Outstanding DC Credits Issued in Prior Years	Total Credits Used in Prior Years	DC Credits Balance @ Jan. 1, 2024	Total 2024 Credits Used during 2024	DC Credits Granted by Council during 2024	DC Credits Balance @ Dec. 31, 2024
Park Development	3,943,059	(3,037,473)	905,586	0	0	905,586
Storm Water Mgmt	5,280,829	(4,794,380)	486,449	0	0	486,449
Other Services	785,382	(521,663)	263,719	0	0	263,719
Transportation	455,740	(382,380)	73,360	0	0	73,360
Total	10,465,009	(8,735,896)	1,729,113	0	0	1,729,113

Statement of Compliance

For the year ended December 31, 2024, the Annual Treasurer's Statement Report: Summary of Activity in 2024 is in compliance with the *Development Charges Act 1997*, as amended. The City has not imposed additional levies in accordance with Subsection 59.1 (1) of the DC Act.



Marisa Chiu, CPA, CA
Chief Financial Officer and Treasurer
City of Mississauga

City of Mississauga
Corporate Report



<p>Date: March 26, 2025</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Raj Sheth, P.Eng, Commissioner of Corporate Services</p>	<p>Meeting date: April 9, 2025</p>

Subject

Repeal of Methadone and Medical Marihuana Licensing By-laws

Recommendation

1. That the Methadone Licensing By-law 0166-2014, as amended and the Medical Marihuana Licensing By-law 0057-2015, as amended, be repealed, as outlined in the corporate report from Commissioner of Corporate Services, dated March 25, 2025, and entitled "Repeal of Methadone and Medical Marihuana Licensing By-laws".
2. That the User Fees and Charges By-law 0221-2024, as amended, be further amended to remove methadone and medical marihuana licensing fees.

Executive Summary

- Since 2014, owners of methadone clinics and pharmacies have been required to obtain an operating licence, as stipulated in the Methadone Licensing By-law 0166-2014. There are four facilities that are currently licensed.
- Since 2015, owners of medical marihuana production facilities in Mississauga have been required to obtain an operating licence, as stipulated in the Medical Marihuana Licensing By-law 0057-2015. There is one facility that is currently licensed.
- Methadone is a controlled substance that falls under the purview of multiple federal legislation and regulations. While the requirement for obtaining an exemption from Health Canada to prescribe and administer methadone was removed, resulting in the inability of the City to verify compliance, other mechanisms exist for the federal government to continue regulating methadone.
- With the enactment of the *Cannabis Act* in 2018, marihuana (more prevalently known as cannabis) came under the jurisdiction of the federal government.
- Given methadone and marihuana are regulated by a higher authority, staff recommend repealing both by-laws. This aligns with the approach taken by neighbouring jurisdictions and removes duplicative regulations and administrative burden.

Background

Methadone Licensing By-law

On July 2, 2014, Council passed the Methadone Licensing By-law 0166-2014, as amended (the “Methadone Licensing By-law”), requiring owners of methadone clinics and pharmacies to obtain an operating licence. While licensing and regulating methadone clinics by a municipality were not common practices, the by-law was passed with the intention of further protecting public health, safety and the well-being of persons. The enacted By-law complemented existing federal and provincial rules and regulations at the time.

Federal and Provincial Regulations Related to Methadone

Health Canada regulates controlled substances to ensure that they remain in legal distribution channels and do not interfere with valid commercial, medical and scientific activities related to these substances. Methadone, a controlled substance, is regulated under the Controlled Drugs and Substances Act (S.C 1996, c.19) (CDSA), the Narcotic Control Regulations (C.R.C, c.1041) (NCR) and the Narcotics Safety and Awareness Act, 2010, S.O. 2010, c. 22. Pharmacists who dispense methadone are also regulated by the Ontario College of Pharmacists (Appendix 1).

In 2018, Compliance and Licensing Enforcement received confirmation that as of May 19, 2018, practitioners can prescribe and administer methadone without obtaining an exemption from Health Canada under subsection 56(1) of the CDSA. Pharmacists no longer needed to contact Health Canada to verify if a practitioner held a valid subsection 56(1) exemption to prescribe methadone, and Health Canada no longer processed such exemption applications. Despite the removal of this requirement, practitioners and pharmacists are still required to meet all other applicable provisions of the Narcotic Code Regulations as well as the regulations established by their province or territory or licensing authority.

Medical Marihuana Licensing By-law

On March 11, 2015, Mississauga City Council passed the Medical Marihuana Licensing By-law 0057-2015, as amended (the “Medical Marihuana Licensing By-law”), requiring owners of medical marihuana production facilities to obtain an operating licence. The intent of this by-law was to facilitate tracking of such facilities to allow for monitoring and emergency response and to complement the federal rules and regulations that were in place for medical marihuana production facilities. Licensing was also intended to assist in ensuring public safety by requiring compliance with Ontario Building, Electrical Safety Authority and Fire Codes.

Federal Cannabis Act Regulations

On October 17, 2018, the federal *Cannabis Act* came into force. The *Cannabis Act* legalized and regulated the sale of cannabis in Canada, by specifying the rules and standards related to the production, distribution, sale and possession of cannabis across Canada. Under the *Cannabis Act* and its regulations, all cannabis producers, for medical or recreational purposes, are required to obtain a licence issued by Health Canada to conduct various activities with

cannabis, including growing, selling, researching, and testing (Appendix 1). While the term “cannabis” is more prevalent, the terms “marihuana” and “cannabis” are used interchangeably throughout the report.

The purpose of reviewing these two by-laws is to determine whether the City should continue with its licensing scheme, given that methadone and cannabis are federally regulated.

Present Status

Methadone Licensing

Methadone clinics and pharmacies have been licensed by the City of Mississauga since 2014. The number of licensed facilities has been decreasing since 2018, when a total of seven licences were issued (Appendix 2). Compliance and Licensing Enforcement currently licenses four methadone clinics and pharmacies and is not aware of any unlicensed facilities operating in Mississauga.

Since 2014, there have been a total of five methadone licensing complaints received. These complaints were all related to clinics or pharmacies allegedly operating without a licence. Note that a number of these complaints were determined to be unfounded.

Medical Marihuana Licensing

Enforcement issued the first medical marihuana facility licence in 2017 and since then, a total of two licences have been issued (Appendix 2). Currently, Compliance and Licensing Enforcement licenses one medical cannabis production facility, noting the other restructured, underwent operational changes, and no longer produces/grows cannabis in Canada.

Since the By-law was enacted in 2015, Enforcement has received a total of four medical marihuana facility-related complaints. These complaints were all related to facilities allegedly operating without a licence, with half of these complaints about facilities that were not medical marihuana production facilities.

Additionally, in 2023, staff became aware of one unlicensed facility and have taken enforcement action to bring them into compliance. Staff is not aware of any other unlicensed medical cannabis production facilities operating in Mississauga.

Comments

Jurisdictional Scan

Staff conducted a scan of ten comparable jurisdictions: Barrie, Brampton, Calgary, Hamilton, London, Oakville, Ottawa, Toronto, Uxbridge and Vaughan (See Appendix 3). With regards to methadone licensing, none of the jurisdictions examined, except for London and Uxbridge, has ever licenced methadone clinics or pharmacies.

London repealed their methadone licensing by-law in 2021, stating that the by-law was no longer required as clinics and pharmacies are regulated by other legislation and regulations. Except for Barrie and Calgary, these jurisdictions do not currently license medical marihuana production facilities and have never licensed them.

Repeal of By-laws

Repeal of Methadone Licensing By-law

The Methadone Licensing By-law was enacted to licence and regulate methadone clinics for the protection of public health, safety and well-being of persons. However, with Health Canada's removal of federal exemptions for practitioners, City staff are unable to verify that a clinic or pharmacy is compliant with federal and provincial regulations, a licensing requirement of the City. In addition, there are a number of regulations and procedures pertaining to methadone that are currently in place through the federal government and regulatory bodies such as the Ontario College of Pharmacists. As both are better positioned to regulate methadone and achieve the objectives noted above, additional value is not being provided through municipal licensing.

As a result, staff recommend repealing the Methadone Licensing By-law. The decreasing number of licensed clinics and pharmacies and the few complaints received by the City over the past ten years indicate that repealing this By-law will have a minimal impact on residents. This recommendation aligns with the approach taken in comparable jurisdictions and removes administrative burden from clinics and pharmacies.

Repeal of Medical Marihuana Licensing By-law

Health Canada cannabis licensing includes a licensing category of sale for medical purposes. The materials documents required by the City, as part of its licensing process, complement the rules and regulations that were enacted by the federal government, including its licensing application requirements. The City also requires the applicant to provide a zoning certificate indicating that the use for the proposed site is permitted.

One of the main purposes of licensing medical marihuana production facilities was to track such facilities to enable monitoring and emergency response. These objectives can still be achieved given the federal requirement for applicants to notify the local municipal government, fire authority and police force.

Additionally, Health Canada requires licensees to comply with provincial and municipal regulations including building, electrical and fire codes and zoning by-laws, which assists in ensuring public safety.

Given Health Canada's role in regulating marihuana, in particular facilities and businesses, and the ability of other existing legislation and regulations to achieve the objectives of the Medical Marihuana Licensing By-law, staff recommend repealing this by-law.

As the by-law has received a total of four complaints in the nine or so years it has been in effect, the impact on residents will be minimal. Additionally, this aligns with the approach taken by neighbouring jurisdictions and removes duplicative regulations.

Implementation

The Methadone and Medical Marihuana Licensing By-laws will be repealed on April 16, 2025. Once the By-laws are repealed, staff will stop accepting applications and refund any licensees within three months. Should the tracking of medical marihuana production facilities remain a concern, standard operating procedures and tracking mechanisms can be established by the City, based on Health Canada's notification requirements.

Enforcement

Staff will continue to investigate any cannabis production or methadone clinic or pharmacy-related zoning complaints. Staff will direct any complaints about unauthorized methadone distribution to the Ontario College of Pharmacist and complaints about cannabis production facilities to the federal government. This enforcement approach will continue to ensure public safety.

Financial Impact

The financial impact will be minimal and equivalent to a reduction of licensing renewal fee revenues of \$1,096.83 as currently there is only one licensed marijuana facility (renewal fee of \$242.31) and four licensed methadone clinics and pharmacies (renewal fee of \$213.63).

Conclusion

Staff reviewed the Methadone and Marihuana Licensing By-laws to determine whether the City should continue with its licensing scheme, given that both substances are federally regulated. Staff examined current licensing numbers, reviewed federal regulations and conducted a scan of comparable jurisdictions. Given the low number of complaints and the robust nature of related federal regulations, staff recommend repealing the Methadone and Medical Marihuana Licensing By-laws.

These changes remove duplication and administrative burden while still enabling the City to retain the ability to achieve the objectives of these by-laws, including ensuring public safety.

Attachments

Appendix 1: Federal and Provincial Regulations

Appendix 2: Licensing Background

Appendix 3: Jurisdictional Scan



Raj Sheth, P.Eng, Commissioner of Corporate Services

Prepared by: Georgios Fthenos, Director, Enforcement

Appendix 1: Federal and Provincial Regulations

Appendix 1: Federal and Provincial Regulations

Methadone

Federal Regulations

Methadone is a controlled substance that is regulated under the Controlled Drugs and Substances Act (S.C 1996, c.19) (CDSA), the Narcotic Control Regulations (C.R.C, c.1041) (NCR) and the Narcotics Safety and Awareness Act, 2010, S.O. 2010, c. 22.

Methadone is permitted to be prescribed in the same manner as other narcotics under the NCR. As such, pharmacists may sell or provide a narcotic, such as methadone, to a person if the pharmacist has a written order or prescription, signed and dated, by a practitioner. Practitioners and pharmacists must meet all other provisions of the NCR, as well as requirements set by their province or territory or the licensing authority governing their practice when dealing with controlled substances. Examples of such requirements include, but are not limited to, additional courses or training.

Ontario College of Pharmacists

Methadone must be dispensed according to the College's Opioid Policy, Centre for Addiction and Mental Health (CAMH) guidelines and the advice provided by the College of Physicians and Surgeons of Ontario (CPSO) to safeguard patients receiving high-risk medications.

Requirements for pharmacies include: informing the College within seven days of starting to dispense methadone; having copies of required reference materials available; adhering to the Opioid Policy; and ensuring that staff are trained. With regards to training, the designated manager and at least one staff pharmacist must complete mandatory education and training, which must be updated a minimum of every five years. The College also recommends that all pharmacies have their own supplementary written policies and procedures to ensure the requirements are consistently met.

Cannabis

Federal Cannabis Act Regulations

The regulations surrounding cannabis are contained in the Federal Government's Cannabis Act, which specifies the rules and standards related to the production, distribution, sale and possession of cannabis across Canada. All cannabis producers, for medical or recreational purposes, are required to obtain a licence issued by Health Canada, allowing for various activities with cannabis, including growing, selling, researching, and testing.

To obtain a licence from Health Canada, applicants must submit detailed and extensive information regarding the operations and logistics of their facility including, confirmation that their local government, fire authority, and police force have been notified about the proposed facility and its operations.

Appendix 1: Federal and Provincial Regulations

Licensing Requirements
Confirmation that local government, fire authority, and police force have been notified about the proposed facility and its operations
Site that meets all licensing requirements (this includes provincial or territorial law and municipal or local government laws, by-law and policies)
Site that meets all good production practice requirements including: <ul style="list-style-type: none"> • Air filtration and ventilation systems that effectively prevent escape of odours outdoors and maintains air quality indoors, as well as procedures for their continued maintenance and upgrades as deemed necessary • Appropriate and secure means of removing and disposing of cannabis waste and materials
Site that adheres to physical security requirements including site design to prevent unauthorized access, visual monitoring systems suited to locate both indoors and outdoors, intrusion detection systems operating at all times to detect attempts at unauthorized access or tampering with security systems
Documentation indicating the staff responsible for quality assurance meets technical knowledge, training and experience requirements, as well as all required security clearances
Security screening

Although the Federal Government is responsible for cannabis production licensing, Health Canada licence holders are expected to comply with relevant municipal by-laws, noting that municipalities can still introduce policy or regulatory options to respond to local interests and concerns.

Applicants must also pay fees associated with the licence application and security screening as part of the process.

Appendix 2: Licensing Background

Appendix 2: Licensing Background

Methadone Licensing

The City of Mississauga currently licenses methadone clinics and pharmacies through the Methadone Licensing By-law. This by-law allows clinics prescribing or pharmacies dispensing methadone to obtain a licence from the City, after the applicant verifies their compliance with the City's Zoning By-law, and they have proof of general liability insurance.

The By-law also includes the requirement of a letter or other documentation from Health Canada outlining that an exemption has been granted to prescribe methadone pursuant to the Controlled Drugs and Substances Act for at least one physician that will be operating at the premises and prescribing methadone. Since Health Canada no longer issues exemptions, this requirement is no longer valid.

The number of licensed clinics and pharmacies are included below:

Year	Licensing Category			Total Number of Issued Licences
	Methadone Clinics	Methadone Pharmacy	Methadone Clinic & Pharmacy	
2014	1	1	1	3
2015	1	1	1	3
2016	2	2	2	6
2017	1	1	2	4
2018	3	2	2	7
2019	2	2	2	6
2020	1	1	2	4
2021	0	1	2	3
2022	0	1	1	2
2023	0	1	0	1
2024	1	2	1	4

Note: The licensing category "Methadone Clinic & Pharmacy" represents a business that operates both a clinic and pharmacy from one location, and for which licences are issued based the individual legal entity operating the clinic or pharmacy. Some locations have been issued two licences, one for each clinic and pharmacy, as a different legal entity operates each one separately.

Medical Marihuana Licensing

The City of Mississauga currently licenses producers of medical cannabis through the Medical Marihuana Licensing By-Law. This by-law allows persons to obtain a licence from the City, once the applicant can verify that they are authorized to operate by Health Canada, they comply with

Appendix 2: Licensing Background

the City's Zoning By-law, and they have proof of general liability insurance. Inspections are also performed by Fire & Emergency Services before a licence is issued.

Since 2017, a total of two facilities have been issued licences:

Year	Number of Licensed Facilities
2017	1
2018	1
2019	1
2020	2
2021	1
2022	1
2023	1
2024	1

Appendix 3: Jurisdictional Scan

Appendix 3: Jurisdictional ScanMethadone

	Methadone Licensing										
	Mississauga	Barrie	Brampton	Calgary	Hamilton	London	Oakville	Ottawa	Toronto	Uxbridge	Vaughan
<i>Licenses Methadone Clinics</i>	Yes	No	No	No	No	Licensed between 2012- 21. By-law was repealed in 2021.	No	No	No	Yes (Limited to 2 licences)	No
<i>Year of last By-law Update</i>	2014									2012	
<i>Licensing Fee</i>	2025 Fee: New - \$247.78 Renewal - \$213.63									2024 Fee: \$1,000.00	
<i>Licensing Requirements</i>	<ul style="list-style-type: none"> Completed business application Identification Business Registration Papers Zoning Certificate for permitted use of location. A letter or other documentation from Health Canada outlining that an exemption has been granted to prescribe methadone pursuant to the Controlled 									<ul style="list-style-type: none"> Completed business licence application Proof of liability insurance for at least \$2,000,000 	

Appendix 3: Jurisdictional Scan

	Methadone Licensing										
	Mississauga	Barrie	Brampton	Calgary	Hamilton	London	Oakville	Ottawa	Toronto	Uxbridge	Vaughan
	Drugs and Substances Act a <ul style="list-style-type: none"> • Proof of General Liability Insurance for at least \$2,000,000. 										

Cannabis

Barrie and Calgary license cannabis production facilities and introduced their licensing regulations following the enactment of the federal Cannabis Act. The purpose of the regulations was to ensure public safety and compliance in relation to the legalization of cannabis through local regulations and inspections. Barrie has two licensed facilities and Calgary has 15. Both jurisdictions report that they have presented no issues.

	Medical Marihuana or Cannabis Licensing											
	Mississauga	Barrie	Brampton	Calgary	Hamilton	London	Oakville	Ottawa	Toronto	Uxbridge	Vaughan	
<i>Licenses Medical Marihuana or Cannabis production facility</i>	Yes	Yes, licences Cannabis Production Facilities through the Cannabis Production Facilities By-law	No	Yes, licences Cannabis Facilities through Business Licence By-law	No	No	No	No	No	No	No	
<i>Year of last By-law Update</i>	2015	2019		2019								
<i>Licensing Fee</i>	<u>2025 Fee</u> New - \$302.95 Renewal - \$242.31	<u>2024 Fee</u> \$265.86		<u>2024 Fee</u> New - \$492 Renewal - \$241								

Appendix 3: Jurisdictional Scan

Medical Marihuana or Cannabis Licensing											
	Mississauga	Barrie	Brampton	Calgary	Hamilton	London	Oakville	Ottawa	Toronto	Uxbridge	Vaughan
				(Includes Fire, Police and Planning fees)							
<i>Licensing Requirements</i>	<ul style="list-style-type: none"> • Identification • Completed Business Licence Application • Business Registration Papers • Health Canada Licence to produce marihuana • Zoning Certificate of Occupancy for permitted use of location and building permit (if applicable). • Fire Inspection Clearance • Electrical Safety Authority general inspection report • Proof of General Liability Insurance- \$2,000,000 • A Letter of Authorization signed by the owner or Director of the business, appointing an agent to act their behalf (if required). 	<ul style="list-style-type: none"> • Copy of Commercial Liability Insurance Certificate - \$2,000,000 • Copy of the Licence to Produce Cannabis issued by Health Canada to the applicant • Copy of Incorporation documents if the Licensed Producer is a corporation • Copy of Registration declaration of partnership (if applicable) • Planning Services - 		<ul style="list-style-type: none"> • Development Permit • Business Licence (includes police record check) • Health Canada Cannabis Licence 							

Appendix 3: Jurisdictional Scan

	Medical Marihuana or Cannabis Licensing										
	Mississauga	Barrie	Brampton	Calgary	Hamilton	London	Oakville	Ottawa	Toronto	Uxbridge	Vaughan
		Zoning Certificate <ul style="list-style-type: none"> • Detailed site plan • Detailed floor plan of all buildings • Barrie Fire and Emergency Services Inspection Certificate • Electrical Safety Authority Inspection Report • Property Standards Officer Inspection Report • Copy of Building Permit issued (if applicable) 									
<i>Number of Licensed Facilities</i>	• 1	• 2		• 15							

Appendix 3: Jurisdictional Scan

	Medical Marihuana or Cannabis Licensing										
	Mississauga	Barrie	Brampton	Calgary	Hamilton	London	Oakville	Ottawa	Toronto	Uxbridge	Vaughan
<i>Issues with licenced facilities</i>	• No	• No		• No							

City of Mississauga
Corporate Report



<p>Date: March 27, 2025</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Sam Rogers, MBA, Commissioner of Transportation and Works</p>	<p>Meeting date: April 9, 2025</p>

Subject

Shared Micro-mobility Program – 2025 Season Pre-launch Update

Recommendation

That the report titled, “Shared Micro-mobility Program – 2025 Season Pre-launch Update”, dated March 27, 2025, from the Commissioner of Transportation and Works, be received for information.

Executive Summary

- In the 2024 season, a total of 120,752 trips were completed by 45,419 unique riders using the shared e-scooters and e-bikes.
- Origin and destination analysis indicates that 13% of all trips originated from a Business Improvement Area and another 13% ended in one. Other high-traffic origins and destinations included transit terminals, shopping malls, residential towers, and parks.
- Changes for the 2025 season include the installation of parking stations and the creation of parking zones.
- The Service Providers will double their fines for rider violations. Repeat offenders will now face a \$20 fine for common violations, with sidewalk riding and improper parking being the most frequently observed violations in the 2024 season.
- The Service Providers are required to meet contract service levels and response times and will be charged liquidated damages in the event of non-compliance.
- City staff and the Service Providers will continue engaging with community organizations and the public throughout the season, including planned outreach events, educational initiatives with local school boards, and digital safety campaigns.

Background

The City launched the Shared Micro-mobility Program (“the Program”) on June 21, 2024, with a combined fleet of 300 e-bikes and 900 e-scooters made available to the public through contracts with Bird Canada and Lime Technology Inc. (“the Service Providers”).

On December 4, 2024, staff brought a report titled "Shared Micro-mobility Program – 2024 Season Update" to General Committee, which was subsequently received by Council for information on December 11, 2024 (Recommendation No. GC-0548-2024). The purpose of that report was to provide General Committee with a preliminary update of the Program based on the first season of operations in 2024.

The report went on to state that a subsequent report would be brought back prior to the 2025 spring/summer season to provide additional analysis on the 2024 season, including details on an improved parking model and program oversight in 2025. Additional topics and issues to discuss were raised by members of the Committee, including rider violation management, Service Provider responsibilities, and community engagement.

Comments

The following comments provide a further analysis of the 2024 season of the Program, a detailed introduction to the plans for the 2025 season, including improvements to the parking model, and a response to the issues raised during discussions at the December 4, 2024 meeting of General Committee on the report titled "*Shared Micro-Mobility Program – 2024 Season Update*".

2024 Season Analysis

Based on data collected up to December 31, 2024, this section provides deeper insights into the Program’s operations throughout its initial season.

Ridership

In 2024, a total of 120,752 trips using the shared e-scooters and e-bikes were completed by 45,419 unique riders. A unique rider is defined as an individual who has completed at least one trip on an e-scooter or e-bike with either Service Provider.

Out of all unique riders in 2024, 10,118 completed at least three micro-mobility trips with a single Service Provider during the season. Among those, 2,506 riders completed six to ten trips, while 1,539 completed more than ten trips. Notably, unique riders who completed more than five trips accounted for approximately 9% of all riders, suggesting that a significant portion of riders have utilized the Program as a means of daily transportation.

Anonymized data on the age of each rider was collected by one of the Service Providers (Bird Canada) and made available to the City per the privacy terms within the contract. Table 1 below provides a summary of the distribution of riders represented by age range. The Program appears to be more popular among working age adults aged 21 to 50 years old.

Table 1: Age Distribution of Program Riders (Bird Canada dataset only)

Age Range	Proportion of Riders
16 to 20	8%
21 to 30	28%
31 to 40	29%
41 to 50	26%
51+	9%

Throughout 2024, riders in Mississauga utilized the Program to reach a variety of destinations across the city, including transit hubs, shopping malls, main street businesses, residential buildings, and parks. According to data from the Service Providers, approximately 13% of all trips originated from a Business Improvement Area (BIA), while another 13% ended within a BIA. Other locations with the highest number of trip origins and destinations included Square One Shopping Centre, City Centre Transit Terminal, Jack Darling Memorial Park, Lakefront Promenade, and parking locations in proximity to residential towers in the City Centre.

Post-secondary Institution Usage

Both Service Providers have established agreements with the University of Toronto Mississauga (UTM) and launched services on campus in September 2024. Two designated parking locations were introduced within the campus to support operations. During the remainder of the 2024 season, over 700 trips either began or ended at UTM, with 252 unique riders utilizing the Program at UTM across both Service Providers.

To improve Program access, both Service Providers offer discounts to eligible UTM faculty, staff, and students. Additionally, UTM staff have requested the deployment of e-bikes throughout the winter season to ensure sustainable transportation options remain available year-round.

Four parking locations were also established adjacent to Sheridan College – Hazel McCallion (Mississauga) Campus, enhancing connectivity for faculty, staff and students. Approximately 1,500 trips were recorded to and from these locations, with over 700 unique riders.

These numbers demonstrate demand for shared micro-mobility services in post-secondary institutions, reinforcing its role in supporting sustainable and accessible transportation for post-secondary institution attendees.

Rider Violation Statistics

During the 2024 season, among the more than 120,000 trips made by Mississauga riders, the Service Providers issued a total of 4,356 warnings for various types of rider violations, which reflects a total compliance rate of over 96%. The most common of violations which occurred in 2024 were improper parking and sidewalk riding.

Winter Operations

The Winter Operation Plan for the Program was introduced in November 2024. Staff worked with the Service Providers to dynamically adjust the fleet as winter weather started.

By December 8, 2024, the shared e-scooter fleet in Mississauga was temporarily removed from the streets due to persistent inclement winter weather. The Service Providers continued to operate with a reduced e-bike fleet of 80 e-bikes in total. Following the large snowfall events in February, the Service Providers temporarily removed the e-bikes from service. The e-bikes were re-deployed on March 10th.

No concerns have been reported by other City business units regarding winter deployment of e-bikes. The Service Providers remained responsive, promptly retrieving and sheltering devices when directed by the City during severe weather events.

In addition, Mississauga was selected by Lime for their winter pilot program. Lime deployed e-bikes equipped with winterised tires to enable riders to cycle on the city's streets and trails more safely during colder months.

As the Winter Operation Plan will stay in effect until April 15, 2025, an overview of the ridership during the 2024-2025 winter season can be included as part of a future update.

Financials

The shared micromobility service is privately owned and operated. Under this model, permit fees are collected to offset City expenses.

As of December 31, 2024, the Program has generated \$52,606.62 in revenue derived from annual administration fees, per-vehicle fees for e-bikes and e-scooters, and per-trip fees charged to the Service Providers. This revenue has been fully applied to offset the City's expenses associated with the Program; primarily staff labour costs.

2025 Season Plan

Overview

For the 2025 spring to fall season, the combined fleet size of 300 e-bikes and 900 e-scooters will be deployed by the Service Providers, consistent with the 2024 season, but with improvements made to the parking model.

City staff and the Service Providers will continue engaging with community organizations and members of the public throughout the season to raise awareness and gather feedback on the Program. City staff will utilize the established set of key performance indicators to assess the performance of both Service Providers at the end of the season.

Parking Model Changes

In the 2025 season, the Program will implement two new concepts to the parking model. The first involves the installation of parking stations, while the second concept involves the creation of parking zones.

Parking Stations

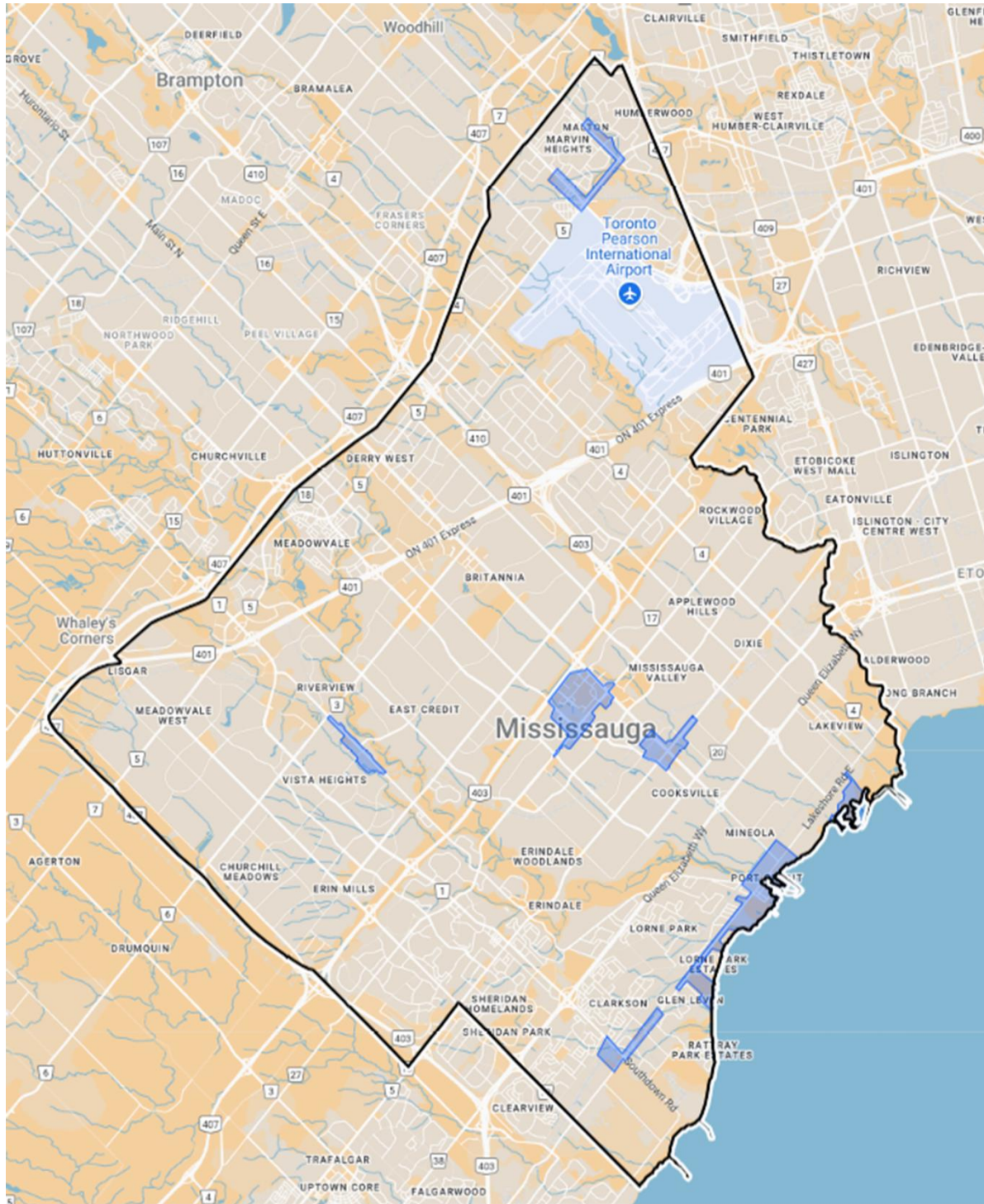
Two new types of parking stations will be introduced this season. The first, called “Tier 1” stations, will consist of fixed bike corral and clustered bike rack style installations. The second type, “Tier 2” stations, will consist of interim flex post and/or line-marked parking outline installations. These stations will be dedicated to the shared e-bikes and e-scooters; they will not be made available to privately-owned bikes and mobility devices.

Parking Zones



Feedback from 2024 indicated that riders are looking for increased flexibility and convenience in the Program. Meanwhile, riders and non-riders alike are interested in a more predictable and orderly program, particularly in denser areas of the city. In response to this feedback, the Program is evolving to create two types of parking zones for the 2025 season, providing a more orderly and controlled experience in certain areas (“Mandated Parking Only zones”), while increasing overall program flexibility to improve convenience in other areas (“Free-Floating zones”).

Mandated Parking Only (“MPO”) zones, where riders must end their trips and park the shared e-bike or e-scooter at either a Tier 1 or Tier 2 dedicated parking station, will be created in all five BIAs, the City Centre and the Lakefront Promenade district. When picking up or dropping off a shared device within an MPO zone, the Service Providers’ apps will direct riders to these mandatory parking stations. Figure 1 illustrates the locations of the MPOs.

Figure 1: Mandated Parking Only Zone Locations



Legend:

	Mandated Parking Only (MPO) Zone		City Boundary
-------------------------------------------------------------------------------------	----------------------------------	-------------------------------------------------------------------------------------	---------------

Outside the MPO zones, the remaining Program service area will be designated as a Free-Floating zone, where riders will have access to Tier 2 parking stations and have the flexibility to park closer to their final destinations.

For the Free-Floating zone, the Service Providers will have preferred parking locations marked in their apps to guide users to end their trips at a Tier 2 parking station or an established location from the 2024 season. However, if riders cannot find a parking station or established location close enough to their destination, they will be permitted to park at other locations within the City right-of-way, provided that the parking location does not violate any City by-laws nor violate any terms within the contract.

This parking zone system will provide greater predictability for riders of the Program. It will provide a more orderly approach, keep regular public bike racks available for privately-owned bikes and mobility devices in higher density areas, and provide more flexibility for users in less dense areas of the city to end their trips close to their destinations.

Deployment and Rebalancing

Both Tier 1 and 2 parking stations will be installed in MPOs, along with Tier 2 parking stations installed in high demand areas in the Free-Floating zone. Over 100 parking stations are planned to be installed for the 2025 season, which can accommodate all shared devices.

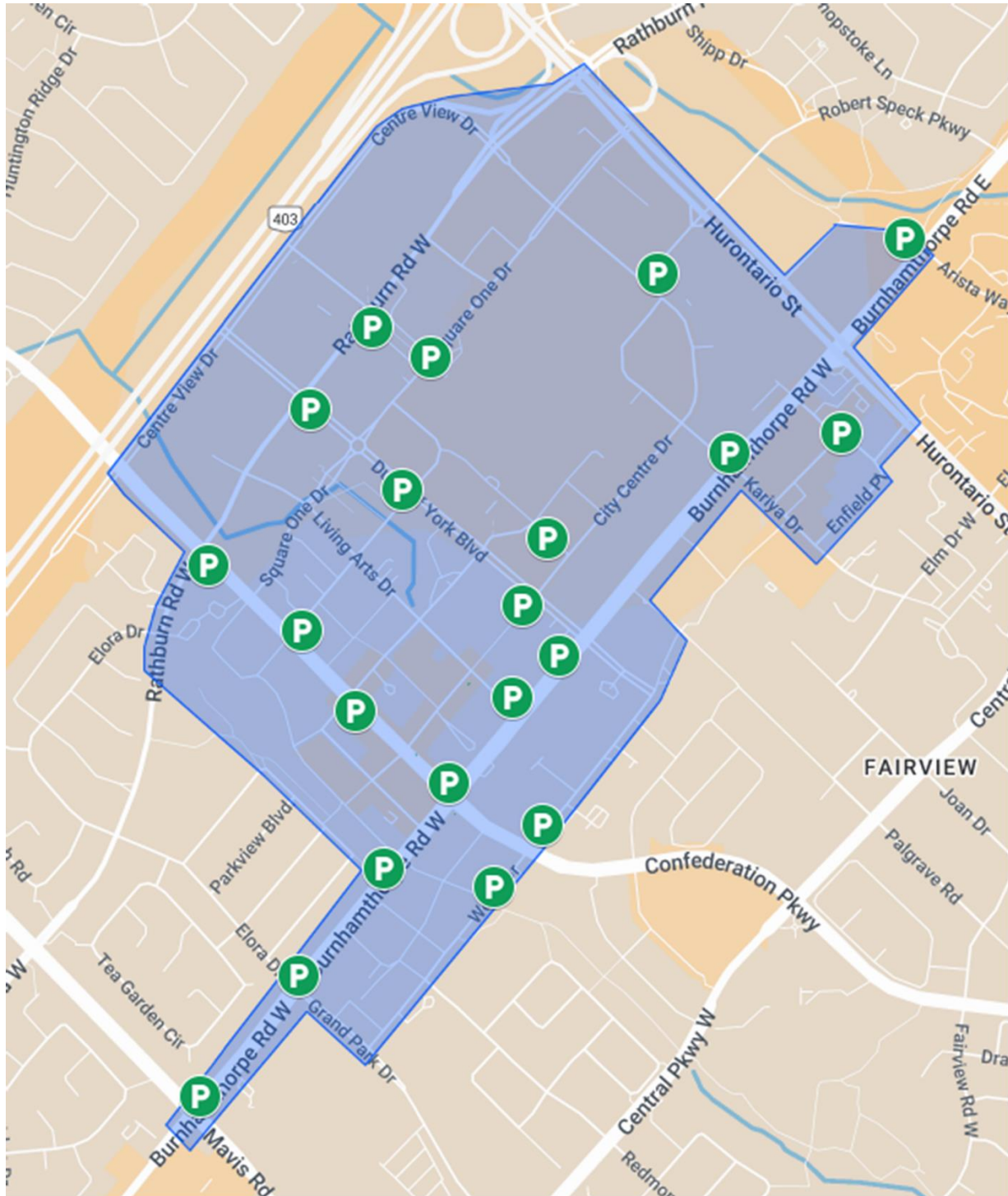
In choosing the location of parking stations, City staff employed a strategic approach focusing on key factors such as optimal parking density in MPO Zones, proximity to transit stops to support multi-modal connections, integration with major trail networks and arterial corridors, and alignment with popular destinations from the previous season.

Tier 1 and Tier 2 parking locations have been strategically chosen near GO train stations, City-owned transit terminals, and express bus stops. This positioning ensures the Program effectively serves as a first mile/last mile solution, enhancing connectivity for commuters.



Figure 2 provides an illustration of the City Centre MPO zone as an example of how the designated Tier 1 and Tier 2 parking stations will be distributed.

In the Free-Floating zone, devices parked in compliant locations that are not a Tier 2 parking station or a preferred parking location will be picked up and redistributed by the Service Providers within a prescribed timeframe set out in the contract service levels.

Figure 2: An Example MPO zone, City Centre



Legend:

	Mandated Parking Only (MPO) Zone		Designated Parking Station
-------------------------------------------------------------------------------------	----------------------------------	-------------------------------------------------------------------------------------	----------------------------

If a device is parked in any non-compliant way, the Service Providers must take action within the prescribed mandated response time. Table 2 provides a simplified summary of the non-compliance items listed in City's contracts with the Service Providers, including improper parking types.

Table 2: Summary of Non-compliance Items and Mandated Response Times

Type of Non-Compliance	Mandated Response Time
Device obstructing dedicated transit lane or LRT track	ASAP – must contact MiWay no more than 15 minutes after notification
Device obstructing emergency / fire area	No more than 30 minutes after notification
Device obstructing bus, vehicle or bicycle lane	No more than 60 minutes after notification
Device obstructing pedestrian path of travel	No more than 60 minutes after notification
Device obstructing City maintenance vehicles	N/A, enforced as required per occurrence
Device parked outside of a designated parking zone, not blocking any paths of travel	Not more than 10 hours of occurrence
Device parked on private property without an agreement, not blocking any paths of travel	No more than 60 minutes after notification
Activity in no-ride zones; devices parked or abandoned in a no-ride or no-park zone	N/A, enforced as required per occurrence

During the 2024 season, all devices were required to be locked to physical infrastructure, such as a bike rack, pole or signpost. However, this mechanism did not result in an orderly program as originally intended. Due to the evolution of the parking model for the 2025 season, the "lock-to" requirement for ending trips will be removed to ensure consistent parking requirements across both parking zones and at all parking locations.

Rider Violation Management

For the 2025 season, both Service Providers have been instructed to double their fines for rider violations as part of the enhanced rider compliance strategy. Both Service Providers will continue enforcing their escalating policies, beginning with a warning for first-time offenders. Repeat offenders will receive a \$20 fine, and continued violations will ultimately result in account suspension, preventing further use of the service.

For dangerous riding behaviors, such as carrying a passenger or under-age riding, both Service Providers acknowledge a zero-tolerance policy toward these violations and will suspend user accounts upon receiving a report.

Service Provider Responsibility

Under the executed contracts, the Service Providers must address any occurrences of non-compliance within the timeframes specified by the service levels outlined in Table 2. Failure to do so will result in the Service Providers promptly paying the City liquidated damages in the amounts outlined in the contract.

Strategic Plan

The Program is aligned with the City's *Move* Strategic Pillar. It is also aligned with several other City strategies and master plans, including:

- Transportation Master Plan (2019): Action No. 22 recommends that the City investigate policy options to determine how the City can best work with and regulate micro-mobility technologies and vendors, including but not limited to bike share systems, e-bike systems, and e-scooter systems.
- Climate Change Action Plan (2019): Action No. 18-1 recommends that the City encourage and enable micro-mobility systems and establish a policy framework for shared micro-mobility systems in Mississauga.
- SMRTCTY Master Plan (2019): Smart City Goals, Focus on Mobility recommends that the City support mobility that provides freedom of movement, active transportation, and future oriented multimodal with integrated technologies improving access and choice.
- Economic Development Strategy (2020-2025): Priority No. 3, "Deliver Durable Infrastructure" recommends three Strategic Themes, including "Human Centred Development"; proactively establishing a regulatory framework for electric bicycles and scooters will help to better connect people to work or other destinations without relying on car travel.

Engagement and Consultation

During the planning phase of the Program's parking locations, staff engaged with representatives from five BIAs across the city, who provided feedback on behalf of local business owners.

For the 2025 season, City staff and the Service Providers will host community outreach events across Mississauga. These will include setting up booths at community rides, organizing pop-up booths, and attending local events. The goal of these activities is to educate the public on topics such as how to ride, the parking model, safety guidelines, and overall program awareness. During the engagement process with BIAs, the representatives also expressed their interest in connecting with the Service Providers and inviting them to attend local BIA events.

Staff are collaborating with the Peel District School Board and the Dufferin-Peel Catholic District School Board to launch an educational campaign on safe e-scooter use, targeting school-aged children and their parents. A key aim of this campaign is to educate families on the minimum legal age for e-scooter operators; an individual must be at least 16 years of age to use an e-scooter in Ontario. As part of this initiative, both physical and digital educational materials will be distributed to schools and parents in Mississauga. A safety presentation will also be delivered to the Parent Involvement Committees at both school boards.

Financial Impact

There are no financial impacts resulting from the recommendations in this report. The Program will continue to operate as revenue-neutral in 2025 and throughout the contract period.

Conclusion

The 2024 season of the Shared Micro-mobility Program achieved significant ridership, attracting nearly 45,419 unique riders who completed 120,752 trips. Notably, approximately 9% of these riders were repeat riders who have completed more than 5 trips with a single Service Provider, demonstrating the program's growing adoption as a reliable transportation option. Riders utilized the program to access key destinations across Mississauga, including transit hubs, business districts, and recreational areas; highlighting its role in enhancing connectivity and supporting multi-modal travel.

The introduction of over 100 dedicated parking stations and two types of parking zones for the 2025 season will further improve accessibility, convenience and compliance, ensuring the Program continues to serve as a reliable "first mile" and "last mile" mobility solution for the public.

As the program enters the 2025 season, City staff and the Service Providers remain committed to ongoing community engagement, safety education, and performance monitoring to ensure the Program meets the needs of all riders.



Sam Rogers, MBA, Commissioner of Transportation and Works

Prepared by: Eric Zhao, Active Transportation Coordinator

City of Mississauga
Corporate Report



<p>Date: March 26, 2025</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Sam Rogers, MBA, Commissioner of Transportation and Works</p>	<p>Meeting date: April 9, 2025</p>

Subject

Future Mississauga East-West Rapid Transit Corridor

Recommendation

1. That the report titled "Future Mississauga East-West Rapid Transit Corridor" dated March 26, 2025 from the Commissioner of Transportation and Works be received.
2. That Derry Road be endorsed as the next priority corridor for an east-west higher order transit corridor.
3. That City staff commence a Corridor Transportation Master Plan for Derry Road in 2025.

Executive Summary

- Transit initiatives play a key role in implementing the vision of Mississauga's Transportation Master Plan that "everyone and everything will have the freedom to move safely, easily and efficiently to anywhere at anytime".
- A local rapid transit network that connects to, and builds on, a regional network is crucial to supporting future growth, creating a balanced community and resilient transportation system.
- It is important to confirm key rapid transit projects for the City to ensure appropriate resources are allocated and funding is secured.
- The Transit and Road Infrastructure Plan identifies a long-term transit network to support future growth.
- Today Derry Road is an East-West Regional Arterial Road at the north end of the City of Mississauga that connects residential neighbourhoods in the north-west of the city with employment lands in the north-east.

- In the future, Derry Road is projected to see an increase in transit users, with possible rapid transit connections to the Malton GO Station, and potential extended regional rapid transit initiatives such as the Finch West LRT and Eglinton Crosstown LRT in the vicinity of Pearson Airport.
- While Derry Road is proposed as the next east-west rapid transit corridor to be studied, it is acknowledged that the City of Mississauga has other transit priorities as identified in the 2025 Federal and Provincial Pre-budget Submissions.
- City staff will work with Region of Peel staff on the planning and design for the future East-West Rapid Transit corridor on Derry Road.

Background

On July 31, 2024, City Council adopted Resolution 0138-2024 stating “that staff be directed to prepare a report for Council’s consideration, before year end, to review preferred east-west LRT corridor options for the City”.

In the City’s first Transportation Master Plan (TMP), endorsed by Council in 2019, the vision established that “*everyone and everything will have the freedom to move safely, easily and efficiently to anywhere at anytime*”. Transit initiatives have a significant role in implementing this vision.

In 2020, the City initiated a study called the Transit and Road Infrastructure Plan (TRIP) to build upon the vision of the TMP and to address two of the TMP’s action items: (1) to update the long-term transit network plan and (2) to update the long-term road network plan. Implementing the TMP’s vision will provide mobility and support quality of life for all, as the city enters its next phase of growth.

This report provides a summary of the long-term transit findings of the TRIP study, including recommendations for future east-west rapid transit corridors. The full set of recommendations from the TRIP study will be presented to City Council in 2025.

Comments

Existing Conditions

The TRIP study reviewed existing transportation conditions in Mississauga and identified several issues that need to be addressed to achieve the city’s transportation vision. The key issues are:

- For most Mississauga residents, the automobile is their primary mode of transportation for travel to, from and within Mississauga and, as a result, the transportation network has developed over the decades in a manner that favours the private automobile.
- The road network will approach vehicular capacity in many areas of Mississauga if current travel trends continue, impacting how well people and goods are able to move

around the city. As travel demand in Mississauga continues to grow, there are physical limits to continuing to expand the road network through building new roads and widening existing roads.

- Transit travel times can take two to three times as long as automobile travel times for the same trip. Long transit travel times and challenging connections means transit is not often the first choice for travellers.
- Transit and road improvements are needed to support equity-deserving neighbourhoods and new transit-oriented communities around Major Transit Station Areas (MTSAs). The transportation system plays a critical role in providing equitable access to employment, education, social services, and healthy foods for everyone in Mississauga.

Connections outside of Mississauga are also important to Mississauga's residents and workers. Travel needs continue beyond the city's borders – Mississauga's residents work outside of the city and Mississauga's workers live outside the city.

Aligning Land Use / Growth

Mississauga's past growth has helped shape the transportation system in the city today. Starting in the 1960s, significant new commercial and industrial growth expanded across Mississauga. Development in that era was designed to accommodate the automobile, resulting in a pattern of neighbourhoods, shopping areas, and workplaces connected primarily by major corridors that were convenient for the automobile but less attractive for walking, cycling, or transit.

Today, Mississauga is working to build a worldclass, transit-oriented city that gives all Mississauga residents and visitors the freedom to move. This requires alignment between land use and transportation planning to ensure residents and people that work in Mississauga can get to and from places of employment and other major destinations by active transportation facilities and transit services, not only automobiles.

Evaluation Criteria and Considerations

The TRIP study developed a number of transit and road alternatives that were evaluated through a series of criteria and measures, to determine a preferred long-term transit and road network. The criteria included alignment with vision and impacts such as mobility, community, economic, environmental and financial. The alternatives were also evaluated through qualitative considerations such as transportation equity, safety, community health and active lifestyles as well as the natural environment and climate change.

Recommended Transit Network

The recommendations of the TRIP study are focused on the function of a roadway – how it connects communities and how it moves people and goods. The preferred long-term transit network outlined in the TRIP study was based on the criteria outlined in the previous section, as well as an analysis of corridors with the highest projected transit ridership.

An excerpt from the TRIP Executive Summary is attached as Appendix 1. It provides an overview of the preferred future transit network, including proposed categories of transit infrastructure, how they are defined (e.g. BRT or LRT) and a corresponding map with corridors identified by type of transit.

Transit Priority 1 (Higher Order Transit) corridors have the highest ridership that can support BRT or LRT in dedicated transit lanes. As seen on the map, Transit Priority 1 corridors run both east-west and north-south in the city.

The top three east-west rapid transit corridors, considered to be the next LRT/major rapid transit projects in the city, are:

- Derry Road (Winston Churchill Boulevard to Malton GO Station);
- Eglinton Avenue (Winston Churchill Boulevard to Renforth Station); and
- Burnhamthorpe Road (Erindale GO Station to border with City of Toronto).

As noted in the Executive Summary, the final type of transit to be implemented for each corridor (e.g. BRT or LRT) will be refined and confirmed through subsequent planning and implementation stages (e.g. Corridor Transportation Master Plan).

Derry Road – Next Rapid Transit Corridor Review

Derry Road connects residential areas of north-west Mississauga with employment areas around the airport in north-east Mississauga. The TRIP study included a review of pre-pandemic and mid-pandemic ridership, and highlighted transit corridors that served essential businesses/services and essential workers. Derry Road was identified as one of those transit corridors.

Rapid transit on Derry Road would connect to the Hazel McCallion LRT on Hurontario Street, the Malton GO Station, and potential connections to Pearson Airport through an extension of the Eglinton Crosstown LRT and Finch West LRT.

Further, the existing transit service on Derry Road is:

1. The third busiest transit corridor behind Hurontario Street and Dundas Street, currently serving over 101,000 weekly boardings. There has been significant growth compared to pre-COVID ridership of 57% on weekdays, 112% on Saturdays, and 166% on Sundays;
2. One of the most frequent services in the MiWay network. Weekday service operates every seven minutes on the core segment of Derry Road; and,
3. The most overcrowded corridor in the MiWay network in 2024, higher than Hurontario Street or Dundas Street. There is more demand than the capacity we currently provide even with the use of larger articulated buses.

The above factors, combined with the City's vision to provide high-quality, frequent transit service to most of Mississauga, informed the recommendation to consider Derry Road as the next east-west rapid transit/LRT project in the city.

As a result, staff are proposing to initiate the Derry Road Corridor Transportation Master Plan in 2025. As Derry Road is under the jurisdiction of the Region of Peel, staff will coordinate with Regional staff on the study.

In addition, the Region of Peel commenced a project along a portion of Derry Road (west of McLaughlin Road to Tomken Road) to study interim road improvements related to state of good repair, transit and potential implementation of cycling infrastructure. City staff are participating in the Regional study and will ensure the recommendations inform the City's Corridor Transportation Master Plan.

City Council Priorities for the 2025 Federal and Provincial Pre-budget Submissions

While this report recommends Derry Road as the next East-West rapid transit corridor to be studied, it is acknowledged that the City of Mississauga has other transit priorities – notably those included in the 2025 Federal and Provincial Pre-budget Submissions. These include:

- Extension of the Dundas BRT;
- Delivering two-way all-day GO service on the Milton Corridor;
- A new MiWay transit facility to support transit expansion; and,
- A new deal for Mississauga that includes operating funding for the Hazel McCallion LRT.

Growth Forecast Changes

The current Regional growth forecasts were approved by the Province on November 4, 2022, as part of the Regional Official Plan developed through the Municipal Comprehensive Review (MCR). The Region of Peel have developed two revised growth forecasts: Scenario 1 assumes the same growth to 2051 but updates the geographical distributions and growth timelines based on new census data, approved growth areas (such as MTSAs) and Ministry Zoning Orders. Scenario 2 considers the changes in Scenario 1 but is also reflective of the Housing Pledges released with Bill 23 More Homes Built Faster Act, which allocate additional growth to 2051.

These forecasts have been received by Regional Council. The TRIP study used the City Council endorsed growth forecasts that were used in the 2022 Development Charges study to 2041. City staff are working on undertaking additional sensitivity analyses to test the new growth forecasts and see what impact they have on transit ridership in the city and to confirm the recommendations from the TRIP study. One outcome of this sensitivity analysis is that the future transit network, identified in the TRIP study, may need to be advanced for population growth to be realized in Mississauga. Staff will report back to City Council on the results of this analysis when the full TRIP study is presented.

Strategic Plan

This report aligns with the *Move* pillar – Developing a Transit Oriented City by building a reliable and convenient system to make transit a faster and more affordable alternative to the automobile, one that is frequent, clean and safe, with a transit stop within walking distance of every home.

Engagement and Consultation

Throughout the development of TRIP, extensive consultation was undertaken at key milestones with internal staff and external stakeholders.

Stakeholder engagement and public consultation are important components of the master planning process. Feedback from residents and stakeholders helped shape the direction of the TRIP study and confirm the transportation needs in Mississauga.

Financial Impact

There is no financial impact from adopting the recommendations of this report for Derry Road to be considered as the next east-west rapid transit/LRT corridor and for staff to undertake a Corridor Transportation Master Plan. Budget to undertake Corridor Transportation Master Plans has been included in the Roads Budget since 2023, and the 2025 budget can be used to initiate the Derry Road study (PN 21108).

Conclusion

As Mississauga continues to grow and redevelop, a multi-modal transportation system that offers safe and efficient ways to move around the city is critical. Today, Mississauga is working to build a worldclass, transit-oriented city that gives all Mississauga residents, employees and visitors the freedom to move.

As outlined in this report, the TRIP study provides a blueprint for implementing a long-term rapid transit network. The full set of recommendations from the TRIP study will be presented to City Council in 2025. Staff recommend Derry Road as the next rapid transit corridor in the city and will initiate a Corridor Transportation Master Plan in 2025.

Attachments

Appendix 1: Excerpt – Mississauga Transit and Road Infrastructure Plan Executive Summary



Sam Rogers, MBA, Commissioner of Transportation and Works

Prepared by: Mark VanderSluis, P.Eng., Project Leader, Transportation Planning

Excerpt - Mississauga Transit and Road Infrastructure Plan Executive Summary

March 2025



Long-Term Transit Network

Transit Priority and Higher Order Transit

The analysis of alternative solutions identified corridors in Mississauga with the highest transit ridership demands. The review of pre-pandemic and mid-pandemic ridership highlighted transit corridors that served essential workers and essential businesses/services. These factors, combined with the City’s vision to provide high-quality, frequent transit service to most of Mississauga, informed the recommended long-term transit network.

Ultimately, the type of transit service on each transit corridor will be determined through subsequent environmental assessment studies that may be led by City of Mississauga, with potential partnership opportunities with Metrolinx, Toronto Transit Commission, Brampton Transit, and/or Oakville Transit. Consideration can also be given to implementing transit projects in phases – for example, intersection-level transit priority measures may be implemented first, while planning for fully dedicated transit lanes in the longer term.

Recommended transit infrastructure have been categorized into three categories based on anticipated future ridership, areas with known rights-of-way limitations, and transportation equity considerations.

- 1. **Transit Priority 1 (Higher Order Transit):** Key corridors with the highest ridership that support BRT or LRT in dedicated transit lanes.
- 2. **Transit Priority 2 (Transit Lanes):** Key corridors with moderate to high ridership where curbside transit lanes would improve transit operations.
- 3. **Transit Priority 3 (Intersection Improvements):** Other key corridors/segments where strategic intersection transit improvements are recommended to provide efficient transit operations and improve reliability and connectivity.

A map of the recommended long-term transit network is shown in **Figure 4.2**. The final type of transit corridor, for example BRT, LRT, or some other form, will be refined and confirmed through subsequent planning and implementation stages.

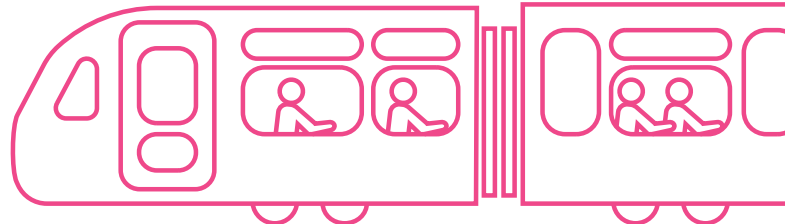
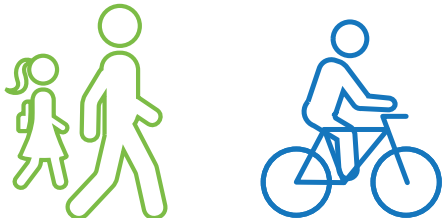
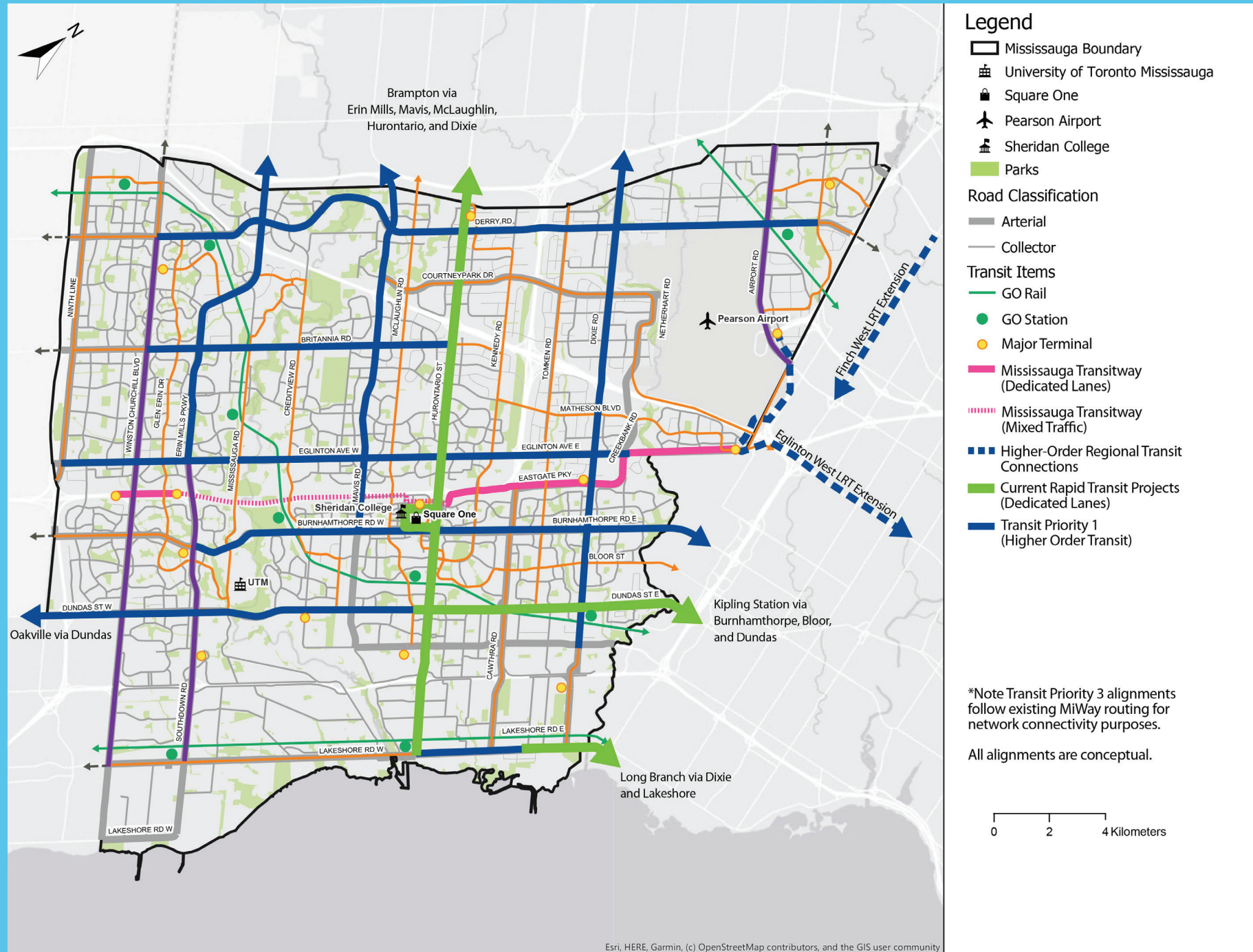


Figure 4.2 Recommended Transit Network



Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

REPORT 2 - 2025

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Road Safety Committee presents its second report for 2025 and recommends:

RSC-0004-2025

That the Road Watch Program Updates by Cst. Claudia D'Amico, Peel Regional Police, be received for information.

(RSC-0004-2025)

RSC-0005-2025

That the E.R.A.S.E. Program and Project Noisemaker Updates by Cst. Claudia D'Amico, Peel Regional Police, be received for information.

(RSC-0005-2025)

RSC-0006-2025

That the 2025 Road Safety Committee Work Plan be approved as amended.

(RSC-0006-2025)

RSC-0007-2025

That the Road Watch Statistics report for the period January to December 2024 be received.

(RSC-0007-2025)

RSC-0008-2025

That the Road Watch Statistics report for January and February 2025 be received.

(RSC-0008-2025)

Road Safety Committee Work Plan 2025					
Timeline/Date	Campaign/Events	Details	Budget/Costs	Completion Date	Additional Information
At Membership expiration date, June 2025-June 2026	Renew CARSP Membership	Annual renewal	Cost: \$750.00	Jun-25	Possible price increase expected from the previous year. Authority and budget already accounted for via the following
Ongoing	Promotional Event	Approval is requested for a budget of \$5,000 for promotional events for the year 2025, as proposed by the Committee. The allocation will cover various activities designed to promote engagement and awareness for the year.	Cost : \$5000		
Ongoing	Road Safety Promotional Subcommittee			N/A	Items for 2025 TBD
Ongoing	Road Safety Awareness	TBD		TBD	TBD
Ongoing	Communications campaigns: Back to school September Pedestrian Safety Month and Walk to School campaign October Speeding awareness November World Day of Remembrance of Road Traffic Victims November Holiday and winter road safety December	For information only. RSC members are encouraged to help share messages on their own channels (e.g. social media, newsletters) to help promote road safety messages to residents.			
Ongoing	Photo and Video Content RSC members may take photos and video of road safety initiatives in their neighbourhood in Mississauga (e.g. Slow Down lawn sign, traffic calming, bike lanes, pedestrian signals, roundabouts etc.)		N/A		
Completed	Slow Down Lawn Signs	To re-design the Road Safety Slow Down Lawn Signs for distribution in the spring. – Reviewed at the subcommittee meeting on September 15, 2023.	N/A	Dec-23	RSPS-0004-2023 That Catherine Nguyen-Pham, Communications Advisor be directed to work with Creative staff to prepare mock designs of a new "Slow Down" lawn sign and return to the Road Safety Promotional Subcommittee for approval and next steps. GC-0525-2023 1. That the Road Safety Committee authorizes the Road Safety Subcommittee to make decisions via email regarding design work and promotional items when time is a factor and or/for events where promotional items can be distributed. 2. That the update by Catherine Nguyen-Pham, Communications Advisor regarding the status of the "Slow Down Lawn Signs" be received for information. (RSC-0040-2023) ***Completed and attached to the Road Safety Agenda – January 30, 2024, for information.
Completed	Road Safety Committee Mascot				Deputation from staff to RSC on Mascot- That the memorandum dated November 19, 2024 from Erica Warsh, Vision Zero Program Lead regarding the Mascot Concept be received for information. (RSC-0002-2025)
Ongoing	Micromobility	E-Bikes, E-Scooters			Deputation from staff to RSC on Mirco-mobility – April 30, 2024. RSC-0012-2024 That the deputation and associated presentation by Mattea Turco, Transportation Planner, Active Transportation and Matthew Sweet, Manager, Active Transportation regarding the Shared Micro-mobility Program, be received. (RSC-0012-2024)

REPORT 2 - 2025

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Mississauga School Traffic Safety Action Committee presents its second report for 2025 and recommends:

MSTSAC-0013-2025

1. That the Principal of John Fraser Secondary School be requested to:
 - a. Remind students not to enter the crosswalk in front of John Fraser Secondary School at 2665 Erin Centre Boulevard once the walk signal is no longer displayed.
 - b. Remind parents and students to respect the "no parking" signage on private property at 5205 - 5305 Glen Erin Drive and instead use the Kiss & Ride or the shopping centre for drop off and pick up.
2. That the Peel District School Board be requested to consider re-painting the Kiss & Ride at John Fraser Secondary School.

(MSTSAC-0013-2025)

(Ward 9)

MSTSAC-0014-2025

1. That the warrants have not been met for the placement of a school crossing guard at the intersection of Havenwood Drive and Tyneburn Crescent (north leg) for the students attending St. Alfred Catholic Elementary School and Brian W.Fleming Public School.
2. That Transportation and Works be requested to paint ladder markings on the north, south and west legs at the intersection of Havenwood Drive and Tyneburn Crescent (north leg).

(MSTSAC-0014-2025)

(Ward 3)

MSTSAC-0015-2025

That the warrants have not been met for the placement of a school crossing guard at the intersection of Barsuda Drive and Ambridge Court for the students attending Whiteoaks Public School.

(MSTSAC-0015-2025)

(Ward 2)

MSTSAC-0016-2025

1. That the warrants have not been met for the placement of a school crossing guard at the intersection of Havenwood Drive and Tyneburn Crescent (south leg) for the students attending St. Alfred Catholic Elementary School and Brian W. Fleming Public School.
2. That Transportation and Works be requested to:
 - a. review the signage on Havenwood Drive and replace any faded signage.
 - b. paint ladder markings on the south and west legs at the intersection of Havenwood Drive and Tyneburn Crescent (south leg).

(MSTSAC-0016-2025)

(Ward 3)

MSTSAC-0017-2025

That the Mississauga School Traffic Safety Action Committee Site Inspection Statistics Report – for January, February and March 2025, be received.

(MSTSAC-0017-2025)

MSTSAC-0018-2025

That the verbal update from Paolo Di Salvo, Supervisor, Parking Enforcement with respect to Alternative Enforcement Strategies at schools, be received.

(MSTSAC-0018-2025)

MSTSAC-0019-2025

That the Parking Enforcement in School Zone Report for January and February 2025, be received.

(MSTSAC-0019-2025)

MSTSAC-0020-2025

That the Transportation and Works Action Items List for December 2024 and January 2025, be received.

(MSTSAC-0020-2025)

REPORT 2 - 2025

To: CHAIR AND MEMBERS OF GENERAL COMMITTEE

The Governance Committee presents its second report for 2025 and recommends:

GOV-0007-2025

That the deputation from Glenn Voakes, Resident regarding Councillor conduct be received for information.

(GOV-0007-2025)

GOV-0008-2025

That the deputation from Glenn Voakes, Resident regarding selection process of Citizen Members on Advisory Committees be received for information.

(GOV-0008-2025)

GOV-0009-2025

The following items were approved on the consent agenda:

10.2 Status of the Governance Committee Work Plan

(GOV-0009-2025)

GOV-0010-2025

1. That the corporate report dated March 1, 2025 from the Commissioner of Corporate Services entitled City of Mississauga Election Campaign Contribution Rebate Program Review be received.
2. That staff be directed to report back on a rebate program to apply only to Mississauga residents, with a lower maximum payout formula and appropriate enforceable criteria to be eligible for a rebate.

(GOV-0010-2025)

GOV-0011-2025

That the status of the Governance Committee Work Plan items, updated for the March 31, 2025 Governance meeting, be approved.
(GOV-0011-2025)