

City of Mississauga  
**Corporate Report**



<p>Date: April 6, 2026</p> <p>To: Mayor and Members of Council</p>	<p>Originator's files:</p>
<p>From: Geoff Wright, P.Eng, MBA, City Manager and Chief Administrative Officer</p>	<p>Meeting date: April 15, 2026</p>

## Subject

**Update on the Canada-Ontario Partnership to Build, Ontario's Bill 98 (Building Homes and Improving Transportation Infrastructure Act) and Bill 100 (Better Regional Governance Act), and the Building Communities Strong Fund.**

## Recommendation

1. That the Mayor, on behalf of Council, send a letter to the Minister of Municipal Affairs and Housing, Mississauga MPPs, the Association of Municipalities of Ontario and the Ontario Big City Mayor's Caucus to provide feedback on Bill 98 as recommended by staff in the report entitled "Update on the Canada-Ontario Partnership to Build, Ontario's Bill 98 (Building Home and Improving Transportation Infrastructure Act) and Bill 100 (Better Governance Act), and the Building Communities Strong Fund" dated April 6, 2026 from the City Manager and Chief Administrative Officer.
2. That Council direct staff to respond to the Environmental Registry of Ontario (ERO) postings associated with Bills 98 and 100 (where applicable) prior to the posting deadline and report back to Council as necessary; and
3. That the Mayor, on behalf of Council, send a letter to the Prime Minister and Premier regarding Mississauga's feedback on the Canada-Ontario Partnership to Build as recommended by staff in this report, copying the Association of Municipalities of Ontario the Federation of Canadian Municipalities, Mississauga MPPs and MPs.

## Executive Summary

- On March 30, 2026, the Prime Minister and Premier announced the Canada-Ontario Partnership to Build, a joint commitment to provide \$8.8 billion in funding over the next 10 years to a variety of housing and infrastructure projects across Ontario. Commitments specific to Mississauga include:
  - Reducing municipal development charges (DCs) by up to 50% by providing funding through housing-enabling infrastructure investments;

- Removing the 13% HST from home purchases valued at \$1 million or less;
- Working together to advance all-day GO service on GTHA corridors, including the Milton Corridor; and
- Executing federal contribution agreements on announced transit projects, including the Eglinton Crosstown West Extension.
- On March 30, 2026, the Minister of Municipal Affairs and Housing introduced Bill 98, Building Homes and Improving Transportation Infrastructure Act, 2026. Among many changes, the Act seeks to:
  - Streamline and standardize municipal official plans;
  - Review the Ontario Building Code to reduce complexity;
  - Remove municipal authority to enact enhanced development standards;
  - Exempt non-profit retirement home from DCs
  - Require the transparent disclosure of DCs in the sale of new homes
  - Prohibit the transfer of debt to the new water and wastewater municipal service corporation in Peel, but makes clear that the proposed corporation will remain publicly owned; and
  - Provides the Minister of Transportation with powers to set transit fares (local and regional) across the GTHA.
- The province has opened a series of Environmental Registry of Ontario (ERO) postings on Bill 98 for public comment. Subject to the direction of Council, staff will provide formal submission through each relevant ERO posting.
- On April 2, 2026, the Minister of Municipal Affairs introduced Bill 100, Better Regional Governance Act, 2026, which makes changes to the governance structure for regional municipalities, including Peel Region. These changes would allow the province to appoint regional chairs for eight regional municipalities after the 2026 municipal election, providing the Minister with powers to institute weighted voting at regional councils, and require a mandatory review of the composition of regional councils commencing after the October 2026 municipal election.
- On April 7, 2026, the federal government announced further details about the Building Communities Strong Fund and eligibility requirements, as well as opened the application portal for the Community Stream.
- Through this report, staff provide analysis of the Canada-Ontario Partnership to Build and the Building Communities Strong Fund, as well as Ontario's Bill 98 and Bill 100 for Council's consideration. Staff also provide recommendations for Council to provide to the province and federal government for consideration. Given the close proximity of these announcements and the speed at which government legislation is often passed in Ontario, they are grouped together in a single report.

## Background

### Canada-Ontario Partnership to Build

On March 30, 2026, the Prime Minister and Premier made a joint announcement committing to share the costs of investing \$8.8 billion in funding over the next 10 years for housing and infrastructure projects in Ontario. The commitments include:

- Reducing municipal development charges (DCs) by 50% by providing funding through housing-enabling infrastructure investments;
- Removing the 13% HST from home purchases valued at \$1 million or less;
- Working together to advance all-day GO service on GTHA corridors, including the Milton Corridor;
- Investing in Toronto's eastern waterfront Light Rail Transit (LRT);
- Working together to advance the Alto high-speed rail corridor from Quebec City to Toronto; and
- Executing federal contribution agreements on announced transit projects, including the Ontario Line, Eglinton Crosstown West Extension, Scarborough Subway Extension, Yonge North Subway Extension and Hamilton LRT.

The investments are subject to the passage of provincial and federal legislation. On April 7, 2026, the federal government announced further details of the Building Communities Strong Fund and opened applications to municipalities for the Community Stream.

### **Bill 98, *Building Homes and Improving Transportation Infrastructure Act, 2026***

On March 30, 2026, Ontario's Minister of Municipal Affairs and Housing introduced Bill 98, *Building Homes and Improving Transportation Infrastructure Act, 2026*. Among many changes, the Act seeks to streamline and standardize municipal Official Plans, review the Ontario Building Code to reduce complexity, remove municipal authority to enact enhanced development standards, exempt non-profit retirement home from DCs, require the transparent disclosure of DCs in the sale of new homes, and prohibit the transfer of debt to the new water and wastewater municipal service corporation in Peel, while making it clear that the proposed corporation will remain publicly owned. The Act also seeks to give the Minister of Transportation power to determine transit fares in the GTHA as part of the "One Fare 2.0." plan, permits the use of high occupancy vehicle (HOV) lanes by single-occupant vehicles during off-peak times, and requires more driver training for commercial drivers.

In total, Bill 98 amends 9 separate pieces of legislation. As a result, there are a number of Environmental Registry (ERO) postings available for comment between March 30 – May 29, 2026. Staff are reviewing the regulatory postings and will submit comments prior to the closing date and report to Council as appropriate.

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### **Bill 100, *Better Regional Governance Act, 2026***

On April 2, 2026, the Minister of Municipal Affairs and Housing introduced Bill 100, *Better Regional Governance Act, 2026*, which makes changes to the rules governing regional governments in Ontario. With respect to Peel Region, the Act will see the appointment of the regional chair, provides the Minister with powers to institute weighted voting at the regional council, gives “strong chair” powers to the regional chair, mirroring those given to mayors in 2023, and mandates a review of the composition of regional councils to commence after the October 2026 municipal election.

The following report provides analysis of each of these announcements as well as staff’s recommendations to Council to provide feedback to the federal and provincial governments on each. Given the close proximity of the four announcements and their somewhat related nature, they have been grouped together in a single report. Subject to Council direction, staff will prepare correspondence for the Mayor to send to the federal and provincial governments as applicable and outlined in the report’s recommendations.

## **Comments**

Staff have provided comments and analysis on the Canada-Ontario Partnership to Build as well as both pieces of Ontario legislation. Along with the comments and analysis, where applicable, staff have provided Council with a recommended position to form feedback to the provincial and federal governments.

### **1. Canada-Ontario Partnership to Build**

The Canada-Ontario Partnership to Build was announced on March 30, 2026, by the Prime Minister and Premier. The elements of the announcement must be ratified in federal and provincial legislation, with more details to follow. The announcement was divided into two parts: Housing-related infrastructure funding and transit-related infrastructure funding.

#### **Housing-Related Infrastructure**

##### **50% Development Charges Reduction**

The federal and provincial governments agreed to cost-match a combined \$8.8 billion in funding over 10 years for infrastructure investments in Ontario. Canada’s share of the funding will flow through the Build Communities Strong Fund’s (BCSF) provincial-territorial (PT) stream. To put this funding amount into context, Mississauga’s 10-Year Capital Budget identifies \$5.77 billion worth of projects, with \$1.01 billion supported by DCs.

The stated goal of the partnership is to support housing-enabling infrastructure projects in Ontario, with funding prioritized for municipalities that reduce and maintain reductions on DCs. According to the announcement, funding will also be made available for non-DC levying municipalities for infrastructure projects prioritized by Ontario, and across a broader range of asset classes and recipients eligible under the BCSF PT stream.

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To access the Canada-Ontario Partnership to Build funding, municipalities are expected to reduce DCs by between 30% to 50% and maintain the reduced DCs for at least 3 years. Currently the City of Mississauga already provides a 50% DC reduction for all residential units, and 100% for purpose-built rental units (1 bedroom + den, 2 bedrooms and 3 bedrooms) if the building permits are issued prior to December 31, 2027. Despite the funding, municipalities will still be expected to absorb some of the DC shortfall.

The program will be application based, with municipalities putting forward a list of housing-enabling infrastructure projects for funding approval with a focus on “ready-to-build” projects. There is not yet a defined threshold for municipalities to meet in terms of the “value” of DC reductions (i.e., a 50% reduction in one municipality may be worth more than a reduction in another, depending on how the DC rate was set to begin with).

**Recommendation:** Council recommend to the federal and provincial governments that to qualify for funding, a minimum DC reduction dollar value be achieved that is consistent across municipalities to ensure fairness.

**Recommendation:** Council seek confirmation from the federal and provincial governments that funding be available retroactively for municipalities like Mississauga that have already reduced their DCs by 50% or more.

**Recommendation:** Recognizing that some lower-tier municipalities do not provide traditional housing-enabling services such as water and wastewater, and to ensure equitable access to the Canada-Ontario Partnership funding, Council should recommend that the Province consider a dollar-by-dollar matching of DC incentives realized through building permit issuance. As well, staff recommend that Council advocate for more flexibility around the eligible project criteria, to include projects such as transit and works yard facilities, bus acquisitions, and parkland developments.

**Recommendation:** Council request that as part of the program criteria, the federal and provincial governments waive any stacking rules in order to facilitate the full extent of investment possible. Previous funding programs have prevented stacking of multiple funding sources together, which has significantly limited project viability.

### **Building Communities Strong Fund**

On April 7, 2026, the federal government announced details about the BCSF and opened intake for project submissions. The \$51 billion over 10 years will be divided as follows:

- **Community stream:** Formerly known as the Federal Gas Tax, the fund will provide \$27.8 billion over 10 years (or \$2.7 billion annually) for local roads, bridges, water systems, and community centres, and \$3 billion per year ongoing to support local infrastructure priorities.

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- **Provincial and territorial stream:** Will provide \$17.2 billion over 10 years (starting in 2026/27) to support PT infrastructure projects and priorities in housing, post-secondary education, health care, and education. Applications have not yet opened for this stream. Funding will be delivered through bi-lateral federal-provincial agreements, which have not yet been signed. PTs can provide funding to municipalities and this stream is where the DC reduction offset funding for municipalities will be delivered.
- **Direct delivery stream:** Will provide \$6 billion over 10 years to support regionally significant projects, large building retrofits, climate adaptation, or community infrastructure. Funding will be prioritized for projects that are shovel ready and can start within the next 12 months.

Intake for the BCSF will be handled by the provincial government. Staff will report back at a future Committee meeting on the status of the BCSF grant. In the interim, staff are seeking Council's support for funding advocacy with the federal government. Staff will continue to keep the Mayor and Members of Council informed as this funding program continues to evolve.

### **HST Reduction on New Home Sales**

The federal government is providing Ontario with \$875 million to help offset the 13% HST payment on new homes valued up to \$1 million for a maximum rebate of \$130,000. This maximum rebate of \$130,000 would be maintained for new homes valued up to \$1.5 million and would decrease proportionally from \$130,000 at \$1.5 million to a maximum of \$24,000 for homes valued at \$1.85 million and above. The commitment is subject to the passage of the 2026 provincial budget and future federal legislation. The program was previously announced and included in the March 30, 2026, announcement.

**Recommendation:** Council support this measure to spur new housing development as it aligns with the Mayor's Housing Taskforce Report recommendation to "waive HST or increase HST maximum amount (provincial share) for all new home purchases."

## **Transit and Infrastructure**

### **Priority transit projects in the Greater Toronto and Hamilton Area (GTHA)**

The March 30, 2026, announcement commits the federal and provincial governments to work together to conclude federal contribution agreements within 90 days on previously announced transit projects for the Greater Toronto and Hamilton Area (GTHA), including the Ontario Line, Eglinton Crosstown West Extension, Scarborough Subway Extension, Yonge North Subway Extension and the Hamilton LRT. It also commits to federal-provincial cost sharing for Toronto's waterfront east rapid transit, valued at \$3 billion.

Mississauga has long advocated in federal and provincial pre-budget submissions for the Eglinton Crosstown West Extension into Mississauga, continuing into Toronto Pearson International Airport.

**Recommendation:** Council support the commitment to advance the final planned segment of the Eglinton Crosstown West Extension, from Renforth Drive Station to Toronto Pearson Airport, and requests to be involved in discussions regarding alignment, connections, and future service plans.

### **GO Transit 2.0.**

The Partnership commits Canada and Ontario to explore options that will allow increased GO Transit passenger service along freight-owned corridors across the Greater Golden Horseshoe region, including improved service along existing GO lines and the potential creation of new GO lines in the Greater Golden Horseshoe. Options under consideration may include constructing new bypass tracks in the Milton corridor and new railway service through Toronto. These options will be considered alongside plans to advance the Alto High-Speed Rail line, including connectivity to Pearson Airport.

Mississauga has long advocated for all-day, two-way service on the Milton GO Corridor, including the construction of a freight bypass through the “Missing Link” proposal. All-day, two-way service on the Milton Corridor remains an advocacy priority for the City and was included in the 2026 provincial pre-budget submission. The City has also advocated for additional transit connections into Toronto Pearson.

**Recommendation:** Council support this commitment, advocate for a continued partnership with Mississauga, and encourage both governments to share publicly the details of their investigative and planning work as soon as possible.

### **Alto High-Speed Rail (HSR)**

Canada and Ontario commit to collaborate with its agencies and the Quebec government and other key parties to move forward on planning and advancement of the Alto HSR initiative that will construct a new interprovincial rail line and connect millions of people living along the Toronto–Quebec City corridor. According to the Alto consortium, the project will reduce travel times between the two cities by half, create more than 50,000 new jobs during construction, result in an annual economic impact of \$24.5 billion, and remove over 100,000 cars from Ontario and Quebec roads.

Council has not yet taken a position on the proposed high speed rail project. With the terminus points in Toronto and Quebec City, Mississauga is adjacent to the corridor, however the net economic benefits could be significant as Mississauga is a neighbour to Toronto.

**Recommendation:** Council support the current Alto High-Speed Rail project from an economic development and investment perspective as investment in infrastructure that moves people and goods is positive for business in Mississauga.

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## **2. Bill 98, *Building Homes and Improving Transportation Infrastructure Act, 2026***

On March 30, 2026, Ontario's Minister of Municipal Affairs and Housing introduced Bill 98, *Building Homes and Improving Transportation Infrastructure Act, 2026*. This is the 19<sup>th</sup> piece of provincial legislation related to planning and development in the last 8 years. The Act amends nine other pieces of provincial legislation, including the *Municipal Act, 2001*, the *Planning Act*, the *Building Code Act, 1992*, and the *Water and Wastewater Public Corporations Act, 2025*, among others. The Minister of Municipal Affairs and Housing sent a letter to Mississauga on April 1, 2026 outlining the changes and new direction (Appendix A).

The following provides an overview of the proposed changes, as well as staff's recommendation to Council on feedback to the provincial government through the legislative process. As part of the provincial consultation on this legislation, the Ontario government has opened a number of Environmental Registry of Ontario postings for comment, closing at various times between April 29 and May 29, 2026. Subject to direction from Council on the recommendations in this report, staff will provide formal submissions through the ERO portals.

### **Housing-Related Amendments**

#### **Water and Wastewater Public Corporations Act, 2025**

The province is proposing to amend the *Water and Wastewater Public Corporations Act, 2025* to expressly state that these new corporations will be entirely publicly owned. It also creates a framework for the expansion of municipal services corporations across the province.

The Act also proposes to prohibit the transfer of water/wastewater debt from the Region of Peel to the new water/wastewater municipal services corporation (MSC). By prohibiting the debt transfer, the legislation reinforces a governance model where the new MSC is responsible for future utility rate decisions and any new issuance of debt after the transfer date, and where the existing debt continues to remain as a joint and several liability of the three lower-tier municipalities. This arrangement ensures the existing debt continues to be supported through the full power of the municipal credit rating and avoids any capital market disruptions on the liability transfer.

It is important to note that Mississauga could face indirect financial exposure if the debt-servicing arrangements on the existing debt are not clearly settled as part of the transition framework.

The proposed amendments have not specified whether the new regulatory-making authority will provide a prescribed mechanism to allocate the existing debt liabilities, or if the Region will continue to manage the repayment of the existing debt in its entirety. The expectation is that the Region will segregate the water and wastewater debt from its other liabilities and will continue to administer the sinking funds and repayments until final retirement of those liabilities. As the

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majority of the existing water and wastewater debt is for growth-related infrastructure and was intended to be repaid through future DCs tied to future growth, prohibiting the transfer of the debt to the MSC creates a separation of legacy obligations and future control of water and wastewater assets and revenues.

**Recommendation:** That Council advocate to the province to ensure that any regulations made under the Water and Wastewater Public Corporations Act, 2025, establish a clear, transparent and equitable funding framework for the retirement of existing water and wastewater debt, including debt incurred to front-end DC-funded infrastructure, so that legacy debt obligations are addressed in a manner that aligns with the beneficiaries of past growth-related investments, that no municipality is disproportionately burdened with debt costs for assets or infrastructure that it does not own, and that the framework supports long-term rate stability for ratepayers across the affected municipalities.

### **Streamlining and Standardizing Official Plans**

Bill 98 proposes a series of changes to municipal Official Plans, including:

- Authorizing the Minister to put in place a single structure and standard for all municipal official plans. These will include a standardized list of land use designations that can be included, with the Minister having authority to set the designations. These new standards are set to come into effect in January 2028. This change does not affect the City's recently approved Official Plan 2051 until the City undertakes its next official plan review or updates the new official plan to conform to provincial policies and plans.
- Eliminating the requirement for municipalities to include climate change in their Official Plans. In particular, the changes will remove municipal authority to institute green development standards, making them voluntary for developers.
- Removing municipal authority to require "enhanced development standards" at the lot level, such as landscaping, aesthetic and ornamental design considerations outside what is needed for health, safety, and accessibility.
- All references to "sustainable design" in site plan control by-laws are to be removed.

While the City supports green development standards, it has already taken action to address them in response to Bill 60 in 2025 by removing them as a requirement and making them a voluntary contribution from the developer. The City is currently working on an incentive-based model to encourage the inclusion of these standards in development concepts as an effort to address the climate change direction in applicable Provincial Policy Statement (PPS) policies.

The City's Site Plan Control By-Law contains a reference to "sustainable design" as it relates the authoritative powers under Section 41 of the *Planning Act*. The Site Plan Control By-law will have to be amended to remove the term "sustainable design." The removal would mean that the City will not be able to ensure some aspects of the Official Plan related to sustainable design are met.

**Recommendation:** Council encourage the Province to include more stringent resource requirements in the Building Code in lieu of green development standards.

**Recommendation:** Council request that municipalities retain authority under Section 41 of the *Planning Act* to require sustainable design standards and features including, but not limited to, standards related to minimum tree planting requirements. Trees contribute significantly to urban vitality and ensuring these assets can thrive is a paramount objective of municipalities.

### **Reform of Municipal Site Plan Control**

Bill 98 proposes regulation-making authority to allow the Minister to restrict municipal ability to impose site plan control, and the following regulatory changes are proposed to site plan control:

- Remove site plan control as a land use planning tool.
- Require municipalities to have a maximum of three circulations, after which a mandatory meeting is triggered with all relevant municipal departments to resolve issues.
- Scope site plan review to a short checklist of functional aspects of the site (e.g. health and safety), using certified professionals for acceptance and approval of reports and studies. Cities will not be able to request studies beyond those included in the checklist. If all technical requirements are met in the checklist, site plan approval is granted.
- Require a municipal arbitration process and/or site plan review panel for site plans that exceed the 60-day timeline and specified number of circulations. This is meant to avoid Ontario Land Tribunal (OLT) hearings and speed up approvals.
- Establish new municipal site plan approval streams for different kinds of proposed developments. This would mean a full site plan would only be required for larger, complex developments. Less complex ones would be triaged.

**Recommendation:** Council request that site plan control remain a municipal planning tool. Moreover, Council request more details on the new provincial site plan checklist and terms of reference for new arbitration processes, as well as what constitutes a “complex” application that would trigger a full site plan review.

Site Plan Approval is a useful tool that allows the City and property owners the benefit of engaging technical and external reviewers to ensure site standards and requirements are met, such that it does not impact the Building Permit review. The Site Plan Approval process allows municipalities and developers to defer items (e.g., garbage collection method, fire route details, etc.) from the Zoning stage so that entitlements can be quicker, which often represents a desirable milestone for the developer. The added benefit of running Site Plan Approval and Building Permit applications at the same time also creates an efficiency that has been advantageous for developers in Mississauga.

The City has overhauled the Site Plan Approval process in recent years to create a more efficient process, including the unique “three strikes and you’re in” protocol, comment and process audits, processing Site Plan applications concurrently with Holding Provision and

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Building Permit applications and the continued practice of staff liaising with applicants after every submission round. Based on this, the City sees just an average of three Site Plan approval submissions per application.

The City currently has a tiered site plan application system as such: Site Plan Approval Express (SPAX), Site Plan Minor, full Site Plan Approval and declaring proposal development not subject to Site Plan Approval. Each tier is dependent on scope and offers an efficient and effective avenue in addressing many types of projects. While the City is always supportive of streamlining processes, staff are of the opinion that the Site Plan Approval process should continue to be administered by the municipality.

### **Minimum Lot Sizes**

Bill 98 proposes to give the Minister of Municipal Affairs and Housing the power to set the minimum lot size in urban areas that are fully serviced. The proposed minimum lot size is now 175 square metres (1884 square feet), which is smaller than the City's current lot requirements for the smallest detached, semi-detached and street townhouse zones. The government's rationale for this proposal is that the regulation "would foster conditions for increased housing supply and affordability in urban areas by helping facilitate the creation of smaller lots over time. This could lead to increased opportunities for home ownership in urban areas as smaller lots are generally more affordable." The current decision on minimum lot sizes is under municipal jurisdiction. The chart below provides current minimum lot sizes in Mississauga.

### **Mississauga's Current Minimum Urban Lot Sizes**

<b>Zone</b>	<b>Min. Area – Interior Lot</b>	<b>Min. Area – Corner Lot</b>
RL (Residential Large Lot - Detached)	550 m <sup>2</sup>	720 m <sup>2</sup>
RL (Residential Large Lot – Semi-Detached)	340 m <sup>2</sup>	400 m <sup>2</sup>
RS (Residential Small Lot - Detached)	285 m <sup>2</sup>	370 m <sup>2</sup>
RS (Residential Small Lot – Semi-Detached)	200 m <sup>2</sup>	280 m <sup>2</sup>
RM5 (Street Townhouse)	200 m <sup>2</sup>	280 m <sup>2</sup>

The City recently undertook a review of its zoning for low density residential zones and now permits a wide range of building types on almost all lots, including detached, semi-detached, additional residential units and fourplexes, but with appropriate building-specific regulations. The province's proposal does not differentiate between these building types.

**Recommendation:** Council support retaining municipal control to determine appropriate lot sizes for development to meet local needs and context.

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### **Building Code Review**

The legislation proposes a section-by-section review of the Building Code. It also proposes creating a new expert panel of industry professionals to identify how and where current Building Code rules can be modernized and streamlined.

**Recommendation:** Council supports this review, with the assurance that municipalities will be included as part of the expert panel.

### **Revocation of the Parkway Belt West Plan**

The Parkway Belt West Plan (PBWP) is Ontario's first provincial land-use plan, established in 1978 to create a 120 km multipurpose utility corridor, urban separator, and greenbelt linking Hamilton, Milton, Oakville, Mississauga, and Markham. It was designed to manage suburban growth and reserve land for infrastructure.

Mississauga's current Official Plan (OP) implements the Parkway Belt West Plan (PBWP) through policies and mapping and includes policies and schedules. If, as proposed, the PBWP is revoked, the City will need to amend its OP and update various by-laws.

**Recommendation:** Council requests the Province provide transition requirements and provide approval of changes outside of the normal process under Section 26 of the *Planning Act* that would be sheltered from appeals (e.g. MTSAs). This would allow any future amendments to be dealt with through the normal development approvals process.

### **Revoke the 5 MZOs associated with the PBWP**

The province is proposing to revoke the five ministerial zoning orders (MZOs) put in place in 1973 to protect lands to facilitate the PBWP. Staff have no issue with the province revoking O. Reg 481/73 (Mississauga's MZO).

**Recommendation:** Council express support to the province for this change.

### **Protect lands for future energy corridor**

The Ministry of Energy and Mines (MEM) is launching a study to identify and protect future transmission corridor across the GTA. The study area follows the PBWP lands where lands are already designated or used for electricity infrastructure. The study will prioritize using existing corridors and co-locating transmission infrastructure. Staff do not have an issue with this proposal.

**Recommendation:** Council request the province keep the City informed of the study process and outcomes.

### **Facilitate Electronic Planning Submissions**

The province is proposing to remove the requirement for original or certified copies of documents as part of planning applications and allow for planning notifications to be delivered to

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the Ministry electronically. Mississauga has already made great strides in terms of streamlining the development application process, including a suite of digital options.

**Recommendation:** Staff have no concerns with this proposal and recommend Council support this change.

### **Feedback on Complete Planning Application Requirements**

The Province is proposing a system where there are core studies that are always requested and contingent studies that would be requested based on site-specific factors. The City currently operates within this model as it relates to determining studies for a complete application, which is categorized as “Standard Requirements” and “Site Specific Requirements”. While the proposed system reflects the City’s current approach, municipalities should continue to have discretion on submission requirements to deal with ad hoc scenarios, while also providing the ability to waive submission requirements.

The Province is asking for feedback on completing requirements based on application type and the City supports this general approach, as it is already in practise with the City’s determination of complete application requirements. Staff are generally supportive of a common terms of reference for studies, as articulated in the comments sent to the province in 2025 regarding Bill 17, however, staff maintain that the determination of requirements should be within the City’s purview.

Building on Bill 17’s proposal of accepting studies from certified professionals as part of complete applications, the Province is seeking feedback as it relates to adding additional certified professionals, such as landscape architects. The prescribing of certified professionals by regulation means that municipalities would be required to accept technical studies and reports prepared by these professionals in the first instance as satisfying complete application requirements (without requiring further review or revisions). Municipalities could still request additional information once the application is deemed completed, but these requests do not affect the decision-making timelines in the Act or the applicant’s right of appeal to the Ontario Land Tribunal after the decision timeline has expired.

**Recommendation:** Staff is generally supportive of the changes to studies by certified professionals, but recommend Council request the Province consider widening the scope to include Registered Professional Planners.

**Recommendation:** Council request that sun/shadow study be added to the list of available studies.

**Recommendation:** Council recommend to the Minister that decisions on required studies remain at the discretion of the municipality.

**Recommendation:** Council request the province permit municipalities to retain the ability to review studies and request refinements to protect the health and safety of its residents.

### **Consultation on Upper Tier Official Plans Secondary and Area Specific Policies**

The province is seeking feedback on a series of questions about the use of secondary and area-specific plans and upper tier official plans. As the City of Mississauga is a lower tier municipality, with planning downloaded from the upper tier, the Region of Peel's Official Plan has been amalgamated into the City's Official Plan. Secondary plans are used when there is a significant land use change to accommodate new growth. Municipalities need flexibility to determine when they are required as they are resource intensive to produce.

**Recommendation:** Council provide feedback to the province that the use of secondary plans should be left to the discretion of municipalities and not dictated by the province.

### **Reform of Development Charges for Non-Profit Retirement Homes**

Bill 98 proposes adding a development charge (DC) exemption for future non-profit retirement homes, including retroactive exemptions for existing homes that meet this definition. This definition is different from the one in Mississauga's DC By-Law. City staff need clarification and direction about which non-profits qualify for the exemption.

**Recommendation:** Council express support for the proposed DC changes but encourage the province to allow municipalities to enter into an agreement with the non-profit entity to ensure their non-profit status and that the building remains a non-profit retirement home in perpetuity. While Mississauga does not currently have this exemption in a by-law or policy, there is significant demand and need for more non-profit retirement homes in the city.

### **Transparency in Development Charges**

In the government's March 30, 2026, announcement of Bill 98, there was a reference to increasing "public transparency by consulting on the disclosure of municipal development charges and other hidden fees in agreements of purchase and sale for new homes." At this time, there are few other details about this disclosure or the mechanism to do so.

**Recommendation:** Council request further clarity from the Minister about how the transparency requirement will be achieved and any new processes that will be put into place affecting municipalities.

### **Standardizing of Parkland Requirements Under the Planning Act**

Bill 98 brings into force parkland dedication reforms first introduced under Bill 23 (2022) by standardizing requirements under the *Planning Act* Section 42, which allows developers to identify lands, including land with encumbrances and POPS (Privately Owned Publicly

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Accessible Space) to count towards parkland dedication requirements and prescribing province-wide land suitability criteria.

While the proposed regulations prescribe lands suitability criteria, the proposed regulation would also require municipalities to accept developer-identified lands, including encumbered lands and POPS (Privately Owned Publicly Accessible Space) if land suitability criteria are met, and enable Ontario Land Tribunal appeals where municipalities refuse such lands or do not make a decision within 90 days.

**Recommendation:** Council direct staff to provide feedback on the proposed changes during the public commenting period, which ends on May 14, 2026.

The province is seeking feedback on proposed regulatory changes that could have implications for how municipalities secure parkland dedication. In particular, the proposed regulations may require municipalities to accept encumbered lands and privately owned publicly accessible spaces (POPS) toward parkland dedication. This could result in smaller, fragmented spaces that limit the City's ability to meet park programming and operational needs. The changes may also further reduce the City's ability to collect Cash-in-Lieu (CIL) of parkland and limit flexibility to secure CIL to support long-term parkland acquisition.

### **Projection Methodology Guideline for PPS**

The Projection Methodology Guideline (PMG) for the Provincial Policy Statement (PPS) is proposed to replace the current PMG, which has not been updated since 1995. The PMG is meant to assist municipalities with developing growth forecasts and land needs assessments (LNA) and is a guideline only. The PMG is a guideline document only, and if implemented would allow the city to modify its approach to growth forecasting over time. The current changes would use the Ministry of Finance population projections as the basis of future growth forecasts.

**Recommendation:** Council express support for this change and recommend to the province that population projections be prepared for census subdivisions during the next major update to the Ministry of Finance (MOF) population projections.

Currently, the City conducts land use and infrastructure planning based on the growth forecast that underpins the approved Official Plan. The City may continue to rely on this growth forecast until it is required to be reviewed and updated as part of the next Official Plan update (e.g., 10 years following the approval of the new Official Plan). When the growth forecast is updated, intermunicipal coordination with Peel Region, the City of Brampton and Town of Caledon will be required. The PPS, 2024 requires municipalities to base growth forecasts on population projections published by the MOF. However, MOF projections are issued at the Census Division level (e.g., Peel Region). As a result, the City will need to determine its share of the regional population projection in close coordination with peer municipalities. The draft PMG provides greater clarity and direction on how this process could be undertaken.

## **Transit and Transportation Systems Changes**

Bill 98 proposes some changes to local transit system funding and to rules around transportation networks. Mississauga supports improved regional transportation throughout the Greater Toronto and Golden Horseshoe (“GTHA”) and recognizes that simplifying transit through harmonized fare and integrated service delivery will provide tangible benefits to transit riders. These improvements will bring both economic and environmental benefits to the area, supporting economic growth, reduce congestion, and promote environmentally sustainable travel. However, the proposed legislation marks a notable departure from localized decision-making and autonomy, impacting both revenues, operating and capital budgets and transit operations and long-term planning.

Consultation will be paramount in order to mitigate the impact on Mississauga’s ability to independently establish transit fares to support operating costs, plan for capital expansion projects and to sustain its commitment to long-term transit projects that are already underway. Mississauga is actively advancing transit projects to better support residents and businesses by enhancing mobility and connectivity, both locally and regionally, through expanded transportation options. This progress aligns transit infrastructure with population growth, helping to meet rising housing demand while supporting more sustainable urban development.

### **Fare Harmonization (“One Fare 2.0.”) and Zone-Based Travel**

Bill 98 gives the province the authority to establish transit fares. It is unclear if MiWay’s existing fare structure will be maintained, which creates a revenue risk for the city and potential affordability concerns for residents. It also gives the province the authority to establish geographic fare zones and require revenue-sharing amongst transit agencies within the zones.

Currently, Council sets transit fares annually as part of the budget process. This includes eligibility criteria (e.g., age-based designations such as child, youth, adult and senior), discounted amounts, transfers and concession types like tickets or passes. Mississauga has also negotiated agreements with post-secondary institutions for bus passes. Transit fares carefully balance affordability for riders and revenue generated to partially offset the cost of providing the service. For example, Mississauga strives to recover between 40% - 50% of operating costs from the farebox through user fees.

**Recommendation:** Council support fare harmonization to simplify the user experience and requests that Mississauga:

- Be involved in consultation regarding all aspects of fare concessions, including price.
- Consulted on the development of any geographic zones and an agreed-upon cost-sharing formula which may be established given its inherent impact on scheduling, planning, operating and capital costs.

- Be made whole in the event that any changes to fare structures, including those which may be zone-based, invoked by the province negatively impact transit revenues.

### **Fare Collection and Data Reporting and Compliance Powers**

Bill 98 establishes the requirement for the specified transit agencies to use the same fare collection system. Mississauga already uses PRESTO as required by the province and has borne both capital and operating costs associated with its use.

The legislation also sets out increased reporting requirements on trips, fares and services. While PRESTO is an existing data source, Mississauga also relies on automatic passenger counters and other software platforms for service planning. Data sharing risks include the need for robust cybersecurity protocols between Mississauga and the province.

**Recommendation:** Council support continued consultation and involvement between Mississauga and the province via Metrolinx on PRESTO functionality. In the event that the province determines material changes to PRESTO in terms of software or hardware to meet these new data or fare collection requirements, these costs should be borne by the province.

### **Priority Routes and Service Integration (BRT Corridors)**

Bill 98 provides the Province with authority to define priority routes which may cross municipal boundaries for the purpose of service integration. This may include establishing minimum service standards and require a municipality to travel outside of its traditional jurisdiction. These changes will have a direct impact on operating costs, revenue-sharing, fleet utilization and working conditions, creating uncertainty for service planning, budgeting of both capital and operating costs and overall financial sustainability.

Mississauga developed operating and capital plans for conventional transit and bus rapid transit corridors (BRT) on Lakeshore East, Dundas Street, Burnhamthorpe Road, Dixie Road and Derry Road through its Council-approved Transit, Roads and Infrastructure Plan ("TRIP" report) and MiWay 5+plan. These plans have been developed over a period of many years and are funded, in part, through the local tax base and other eligible funding programs. If these projects are impacted by Bill 98, there may be broader funding implications.

**Recommendation:** Council support the principle of service integration, however, it recognizes the local impact on current and future operations and therefore requests:

- Full participation on all aspects of determining priority routes and plans for service integration which may alter current or future MiWay operations
- An agreed-upon cost-sharing formula for both capital and operating costs associated with travelling outside of Mississauga's current jurisdiction and,
- That Mississauga be made whole by the province in the event that other funding programs are negatively impacted by changes arising from this legislation.

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### **Specialized Transit (Trans-Help)**

The legislation provides the authority to require municipalities to participate in a unified trip booking system and provide cross-boundary trips without transfers to a prescribed distance outside of the current municipal service area.

Currently, each jurisdiction this service has their own software and methods for trip planning. Changing software and hardware will have significant capital and operating costs. Further, the requirement to travel to an undefined distance outside of its current service area will be all net new operating costs, which will also increase capital costs. As specialized service is door to door transportation, the cost to provide the service is far greater than conventional transit, and therefore a higher level of operating subsidy will be required.

In Peel Region, specialized transit is provided by TransHelp. However, residents of Mississauga pay into the regional tax base and will be subject to the associated cost escalations.

**Recommendation:** Given the potential impact on Region of Peel's costs associated with the provision of Trans-Help service, Council request to participate in consultations regarding changes to specialized transit that will have cost impacts to TransHelp.

### **Transportation-Related Amendments**

Bill 98 makes other changes to transportation in the province. If passed, the proposed legislation will:

- Open High Occupancy Vehicle (HOV) lanes to single occupancy vehicles outside of peak periods to make better use of all the lanes on the roadway.
- Require on-road driving experience before prospective commercial drivers can obtain their Class A licence enhancing road safety.
- Attempt Road standards harmonization. In a technical briefing on the legislation, provincial staff note that there are 10,000 different municipal road construction standards across Ontario. The government plans to mandate Ontario Provincial Standards starting July 1, 2027, with more details to come.

### **3. Bill 100, *Better Regional Governance Act, 2026***

On April 2, 2026, the Province introduced Bill 100, *Better Regional Governance Act, 2026* aimed at addressing the way “regional governments function in some of Ontario’s fastest growing regions.” The government’s stated goal is to reduce costs to taxpayers and align regional decision-making with provincial priorities. The proposed changes include:

- All regional chairs for eight municipalities (Durham, Halton, Muskoka, Niagara, Peel, Simcoe, Waterloo, and York) will now be appointed by the province after the October 2026 municipal election.
- Regional Chairs are proposed to receive “strong Chair powers,” mirroring those currently given to Mayors.

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- The Minister of Municipal Affairs would have powers to implement weighted voting at Regional Councils to allow votes to reflect lower-tier populations.
- The Act requires all regions to review their council composition after the October 2026 election (Niagara exempt until after 2034).
- Reducing Simcoe County Council from 32 members to 17 and Niagara Regional Council from 32 to 13 members. In both cases, the new councils would only include the mayors of the lower tier municipalities and the provincially-appointed chair.

The legislation is proposed to take effect for the 2026–2030 council term, beginning November 15, 2026.

## Financial Impact

There is no financial impact as a result of this report

## Conclusion

The introduction of Ontario's Bills 98 and 100, as well as the Canada-Ontario Partnership to Build and the Building Communities Strong Fund announcements occurred within one week of each other. To keep Council apprised of this legislation and the details of the announcement, staff have provided an analysis of each, as well as suggested recommendations for Council to make to the provincial and federal governments. The Ontario government has a history of moving legislation through the Ontario Legislature quickly, which is why this report has been delivered quickly. While staff recommend a series of comments to both the federal and provincial governments, the Environmental Registry of Ontario postings are now open for feedback on Bills 98 and 100, closing between April 29 and May 29, 2026. Staff will take Council's direction as outlined in this report, as well as review the legislation in detail, and will respond through the ERO process accordingly.

## Attachments

Appendix A: Letter from Minister Flack, dated April 1, 2026 regarding Bill 98



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