

2021

PROVINCIAL PRE-BUDGET SUBMISSION



Mayor's Letter



On behalf of the City of Mississauga Council and residents, I am pleased to submit to you the City of Mississauga's 2021 provincial pre-budget submission. As you prepare your government's 2021 Budget, we request that you keep in mind our priorities and recommendations, not only in Mississauga specifically, but across our community and the broader municipal sector. No government has all the answers, but every government has a role to play.

COVID-19 has impacted all aspects of our society – from how we connect, do business, travel, and enjoy our time with family and friends. It has impacted our health and well-being, mentally and physically, and laid bare the inequalities within our community. COVID-19 has forced us to confront uncomfortable truths and question how our society and institutions operate. At the same time, the crisis has provided us with opportunities to build back to a better society that is more equitable, stronger, and more resilient than before. All governments have a responsibility to make investments today to build for a better future.

The pandemic hit cities hard and Mississauga was no exception. At the close of 2020, Mississauga was projecting a \$55M deficit. Through some unprecedented actions including layoffs, hiring freezes, cuts to discretionary spending, and offering free transit, we saw our revenues disappear, but our costs continued. Like all governments, we sought to provide relief, within our means, by deferring taxes for residents and businesses, waiving fees and charges, and adjusting our business practices to meet the needs of a suffering community, among many other measures. Thanks to the cooperation of all three levels of government, we were able to secure the Safe Restart Funding, which has allowed Mississauga to weather the financial storm and continue to play our role as a front line service provider – from snow plowing, to fire and emergency services, to business supports, our teams have continued to work for our community. This pandemic has shown what is possible when we work together toward shared objectives.

Mayor's Letter

As we look to 2021 and beyond, Mississauga continues to face significant financial pressures. The echo effects of this pandemic will be felt for many years to come. At the same time, we know that to build back better requires making investments. While we must make sacrifices now, we cannot cut our way to prosperity over the long term. Transit, affordable housing, supports for main street and small businesses and our competitive sectors, as well as promotion of our hard hit tourism and cultural sectors is crucial, now more than ever. So too are investments in public health and protections for our essential workers. We will not return to “normal” as we knew it pre-pandemic and as such, all three levels of government must continue to work together to ensure no one is left behind during the recovery.

The following document outlines Mississauga's priorities in relation to the Provincial government. The information and recommendations contained within have been approved by our Council and reflect the top priorities of our City. Our recommendations are organized by our City's recovery pillars: **Financial, Economic, and Community**. The City of Mississauga is ready and willing to work with your government as we not only recover, but broaden our connections and build toward a brighter future. We are all in this together and so, we must work together.

Thank you for your consideration.
Sincerely,

Bonnie Crombie
Mayor

EXECUTIVE SUMMARY

Invest in Cities. Return to Prosperity. Mississauga Matters.

MISSISSAUGA TODAY

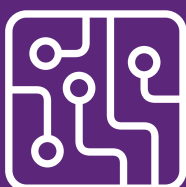
Canada's sixth largest city home to almost 800,000 people

**Economic engine**

more than 94,000 businesses, 75+ Fortune 500 companies and 1,400 multinational firms

Strength in diversity

145+ languages spoken and 55% of our residents born outside of Canada

**Smart City**

828km fibre optic network connecting 346 sites

**Quality of life**

2 major hospitals, 2 post-secondary campuses, 489 parks, 22km waterfront, 393km trails, 373 sports fields, 3 beaches

STRONG MUNICIPAL
PARTNER

Mississauga has a strong reputation for fiscal responsibility and budgetary planning.



- 17 years - AAA Credit Rating
- 31 years - GFOA award budget reporting
- 22 years - GFOA award financial reporting

**Continuous improvement**

Mississauga's LEAN program drives efficiency with \$68.4m in total cumulative savings since 2009. \$10.8 million in savings identified for 2021 (equivalent to reducing the City's net costs 2%).

58.5 B

Economic output in Mississauga, 2019

OUR COVID RESPONSE

Mississauga hit hard by pandemic lost revenue and increased costs.

**Provided relief to residents and businesses:**

deferring taxes, free transit, waiving fees and charges

Hard hit sectors continue to struggle:

small businesses & food/drink, live music, tourism, air travel, self-employed

**Our proactive response to COVID-19:**

- took immediate action to reduce deficit
- limited spending and discretionary costs, hiring freeze and staffing reductions, deferred capital projects and debt debenture issue until 2021



EXECUTIVE SUMMARY

Strong Cities Build a Strong Province

With COVID-19 the role of local government has never been more important. During the pandemic, the federal and provincial governments have been strong partners with municipalities. In Mississauga, funding received to date has been used for our 2020 operating deficit and will provide additional relief for 2021.

Going forward, we need continued support and collaboration from our government partners. Strong, long-term and predictable funding partnerships across our recovery pillars are essential to ensuring that Mississauga, Ontario and Canada build back to better, creating stronger communities and a stronger country for all.

LET'S BUILD
TOGETHER >>



EXECUTIVE SUMMARY

Our 14 Recommendations



FINANCIAL

- 1 Continue to provide Safe Restart funding to municipalities to deal with the ongoing impacts of COVID-19 on city services and operating budgets.
- 2 Work with municipalities to develop new revenue tools to ensure cities can fulfill their responsibilities and invest in a higher quality of life for all.
- 3 Deliver sustainable, long-term and predictable funding for infrastructure renewal, transit, and active transportation projects to keep our communities moving.
- 4 Provide the funding and support necessary to assist Mississauga in realizing our major infrastructure projects.
- 5 Support a green recovery through investments in projects that mitigate the impacts of climate change and increase the resiliency and adaptability of our communities.



COMMUNITY

- 6 Ensure fairness by amending the PILT formula to remove the 5% cap and allow Mississauga to recover financially at the same pace as the airport.
- 7 Invest in the Mississauga community to create great places and amenities for everyone.
- 8 Partner with cities to fund and build affordable housing to close the supply gap and ensure everyone has a safe place to live.



ECONOMIC

- 9 Support our small businesses and sectors hardest hit by the COVID-19 pandemic to kick-start the local and national economy.
- 10 Ensure our tourism industries can rebound through investments in existing and the creation of new funding programs.
- 11 Keep our workers safe by providing adequate sick pay.
- 12 Invest in innovation to jumpstart the economy and help entrepreneurs succeed.
- 13 Provision of meaningful financial supports for domestic and foreign direct investment.
- 14 Assist in the recovery and growth of the air transportation sector.



FINANCIAL

2021 PROVINCIAL PRE-BUDGET SUBMISSION



COVID-19 has put extraordinary pressures on government budgets, particularly at the municipal level from a public health and economic perspective. In Ontario, the Financial Accountability Office (FAO) reported the cumulative deficit for municipalities in the province is \$6.8 billion over the next two years as a result of COVID-19. Provincial legislation does not permit cities

to budget for deficits. At the same time, cities do not have the same financial tools of the provincial or federal government to respond to a health and economic crisis of the scale and scope of the COVID-19 pandemic. Property taxes and user fees are the main sources of funding for cities like Mississauga. They are insufficient tools to address the issues we face, from managing through

a global pandemic, to building 21st Century infrastructure, to responding to the impacts of climate change, and adapting to changes in the national and global economies. Cities need the support of federal and provincial partners to continue to provide essential front-line services, as well as invest in critical infrastructure.

Recommendation 1

Continue to provide Safe Restart funding to municipalities to deal with the ongoing impacts of COVID-19 on city services and operating budgets.

Despite declining revenues due to COVID-19, the City of Mississauga is still expected to provide services to residents. Early in the pandemic, Mississauga Council took decisive action and implemented measures including, staff layoffs and temporary hiring freezes, reducing discretionary costs, and deferring capital projects. Despite these efforts, the City still posted a year-end shortfall of approximately \$55 million for 2020.

The City of Mississauga is appreciative of the support it has received to date from the federal and provincial governments from the Safe Restart Agreement, Municipal Transit Enhanced Cleaning Program, ICIP COVID-19 Resilience Stream, and Emergency Support for Heritage Organizations. These programs helped lessen the financial impact of this pandemic, but the echo effects of COVID-19 will continue to be felt throughout 2021 and for many years to come. In fact, before accounting for any additional Safe Restart funding the City is still projecting an approximate \$22 million

deficit in 2021. Continued Safe Restart funding, and an extension of the Phase 2 Transit stream to December 31, 2021 would assist the City in reducing its projected 2021 deficit.

The City of Mississauga will need the continued support of both the provincial and federal governments in order to financially recover effectively over the next few years. This is not a one-year event, but an economic crisis that will affect significant service industries such as Transit, Recreation and the air travel industry in Mississauga for many years to come.

Recommendation 2

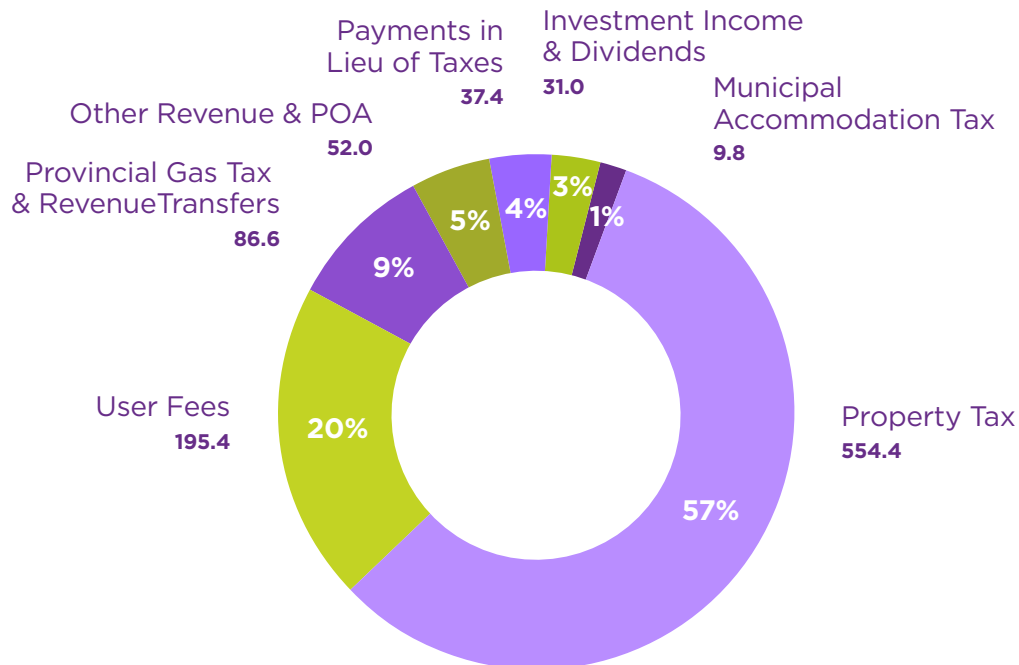
Work with municipalities to develop new revenue tools to ensure cities can fulfill their responsibilities and invest in a higher quality of life for all.

While the City of Mississauga is an efficient and effectively run government, the City's main source of revenue remains property tax and user fees. Like all municipal governments, Mississauga aims to keep our tax rate affordable for our residents and businesses. To make this possible, municipalities need more diverse

and growing revenue sources in order to deliver quality services while keeping property taxes affordable. In keeping with the Association of Municipalities of Ontario (AMO) "What's Next Ontario" resolution, all municipalities would benefit from additional predictable and sustainable revenues.

The COVID-19 pandemic has underscored the need for greater municipal financial and decision-making autonomy to deal with a growing list of issues. Now is the time for all three levels of government to work together and for municipalities to be given the tools we need to do our jobs properly.

City of Mississauga 2021 Revenue Sources (\$M)

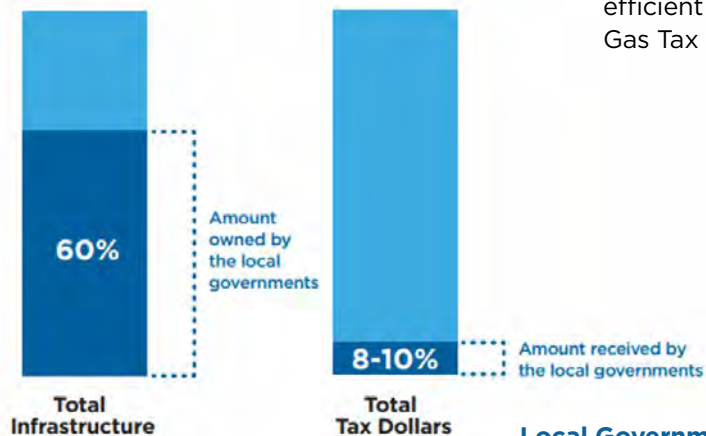




Recommendation 3

Deliver sustainable, long-term and predictable funding for infrastructure renewal, transit, and active transportation projects to keep our communities moving.

Like other Ontario municipalities, the City of Mississauga cannot maintain or grow its infrastructure on the local tax bill. In order to help with recovery efforts and continue to build Mississauga into a world-class city, we need long-term, predictable and sustainable funding models for infrastructure renewal projects. This would ensure sufficient time and resources are in place to apply best practices to the management of these projects and allow us to focus on local priorities.



Source:
Federation of Canadian Municipalities (FCM)

Local Governments own the majority of infrastructure but receive the smallest share of tax dollars.

The Public Transit Infrastructure Fund (PTIF) and the Investing in Canada Infrastructure Program (ICIP) are good examples of allocation-based funding formulas. These programs need to be made permanent and predictable, as well as increased over time to parallel the cost of construction.

The Provincial Gas Tax Fund is also a good tool as it provides municipalities with predictable and accountable funding which allows money to flow to municipalities in a timely and more efficient manner. Increasing the Provincial Gas Tax Fund is recommended.





i. State-of-Good Repair

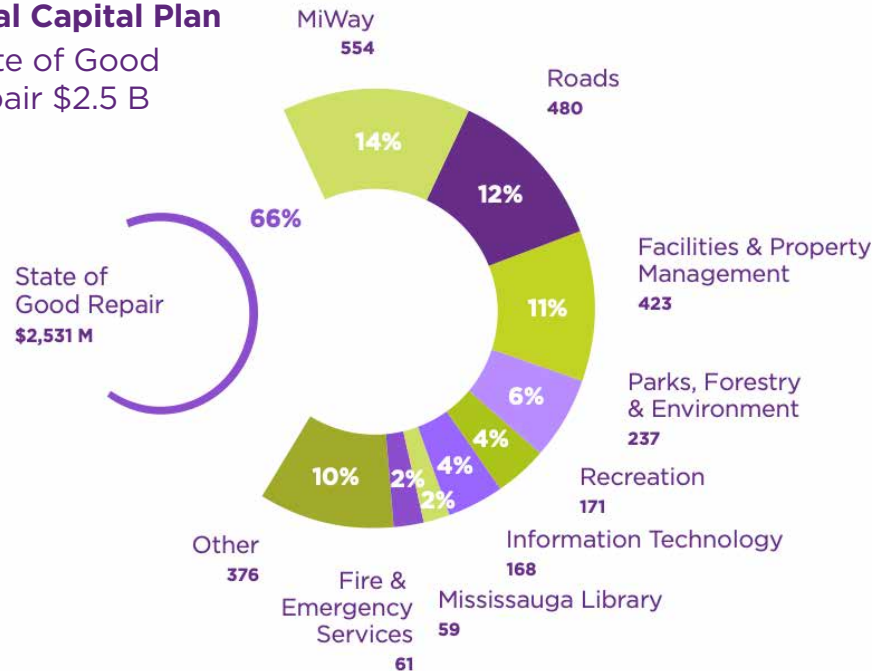
The City of Mississauga owns approximately 60 per cent of the total infrastructure in Mississauga, which is worth about \$12.4 billion, including \$2.9 billion in roads, \$4.5 billion in stormwater systems, and \$935 million in bridges.

Infrastructure must be maintained in a state-of-good repair in order to avoid excessive future repair costs, put safety first and ensure that Mississauga, Ontario and all of Canada build back to better, creating stronger communities and a stronger country for all.

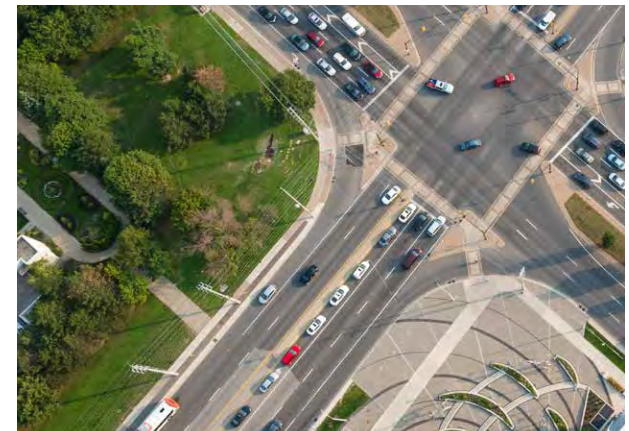
The City has been able to manage financially throughout 2020 because of our financial strength and the policies and practices adopted by Council over the years, such as the implementation of an infrastructure levy. In 2021, our infrastructure gap in Mississauga is \$291 million. This is despite prudent measures undertaken for the last decade to manage our capital assets. With current financial tools, Mississauga will not be able to significantly close this gap in the years ahead.

While the two per cent infrastructure and debt repayment property tax levy assists, additional funding from other levels of government is required. The City's current funding does not fully fund all capital requirements, but balances the need to maintain our infrastructure, fund new projects as required, and minimize debt. As a result, the condition of some of our assets is starting to decline and will require increased investment the longer they are allowed to decline.

2021-2030 Total Capital Plan State of Good Repair \$2.5 B



Tax Capital Without 2021 Levy





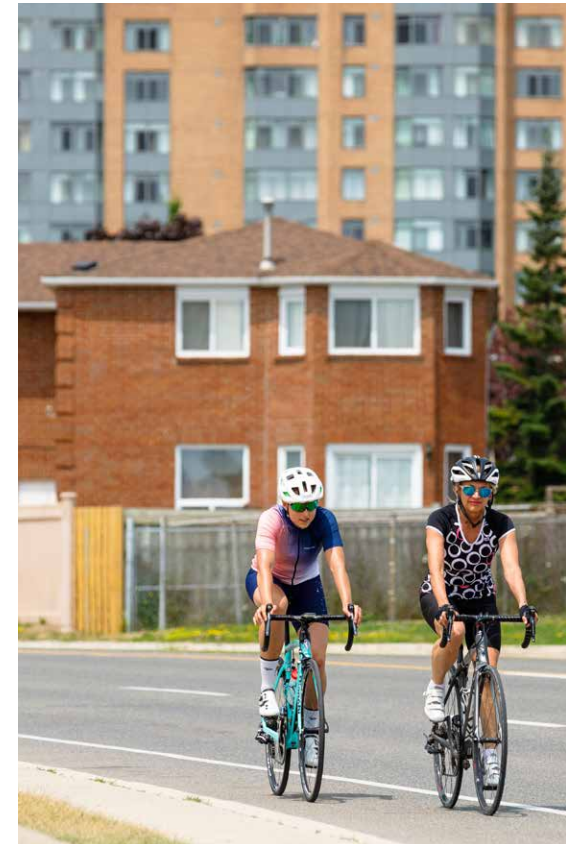
ii. Active Transportation

COVID-19 has changed our travel patterns and how we move. Now, more than ever, more people are turning to alternative modes of transportation from walking to cycling. In a time when we are staying home more than ever before, going for a walk, roll or bike ride might be the only way for some to get fresh air and exercise. Without proper active transportation infrastructure in place, individuals may choose to stay indoors, leading to increased feelings of isolation and loneliness.

The City of Mississauga's [2018 Cycling Master Plan's](#) vision is to build a safe, connected, convenient and comfortable cycling network that Mississauga residents and visitors of all ages and abilities will feel comfortable using not only for recreational use, but also for commuter travel.



The Master Plan details an 897 km cycling network at a cost of approximately \$270 million. At the City's current funding level it will take 27 years to complete this network. As a result, additional sustainable funding from senior levels of government is required in order to build a truly multi-modal Mississauga.





Recommendation 4

Provide the funding and support necessary to assist Mississauga in realizing our major infrastructure projects.

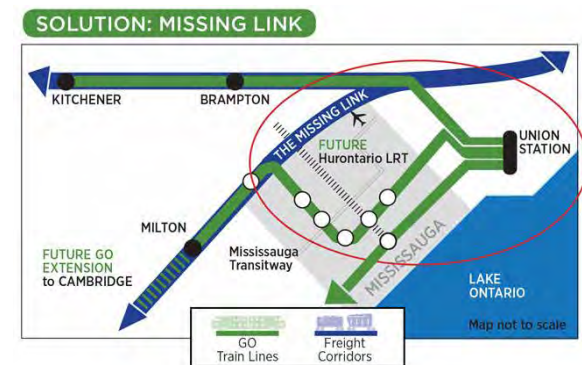
The City of Mississauga requires a reliable, efficient and sustainable inter-regional transit system. In order to construct our major transit priority projects outlined below, we require a committed provincial partner.

i. Regional Express Rail on GO Corridors and Building the Missing Link

The City of Mississauga continues to eagerly await the development of [Regional Express Rail](#) (RER), which will provide the Milton and Kitchener Lines with two-way, all-day service.

While increased service on the Milton corridor is in the 2041 Regional Transportation Plan, improvements are not proposed until after 2025 and are subject to physical constraints and negotiations with freight operators.

Together with Toronto, Milton, Kitchener, Cambridge, and Waterloo, the City of Mississauga continues to encourage the relocation of heavy rail freight traffic from the Milton and Kitchener GO Rail lines, to a proposed bypass rail line adjacent to Highway 407 (the “[missing link](#)”). It is only through the construction of the missing link that the RER will be able to move forward.



ii. Downtown Mississauga Terminal and Transitway Connection

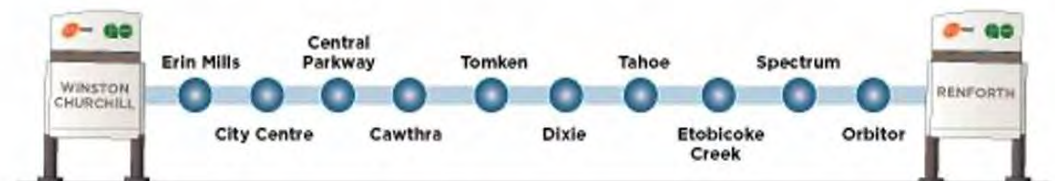
Mississauga’s 18-km, 12-station Transitway has made it faster and easier for commuters to travel to, from and through Mississauga and across the region. While the west and east portions of the Transitway have access to dedicated lanes, the Downtown portion experiences delays because it relies on accessing local city streets.

The completion of the Downtown segment of the [Mississauga Transitway](#), with a dedicated transit corridor and new bus

terminal, would provide for a continuous Transitway that would maximize the benefits and success of previous investments.

The new terminal will be a critical transit hub servicing Mississauga and the western GTHA and provide a vital connection to Pearson International Airport.

Construction of the Mississauga Transitway has been made possible through funding from the federal and provincial governments, but the vital link that will be our Downtown Mississauga Terminal and Transitway Connection remains unfunded at this time.





iii. Restoring the Downtown Loop to the Hurontario LRT Design

In March 2019, the Ontario government announced scope changes to the project that removed a key component of the [Hurontario Light Rail Transit](#) (HuLRT), the downtown loop. In order to help the City realize the full potential of downtown Mississauga, the downtown loop should be considered as a funding priority.

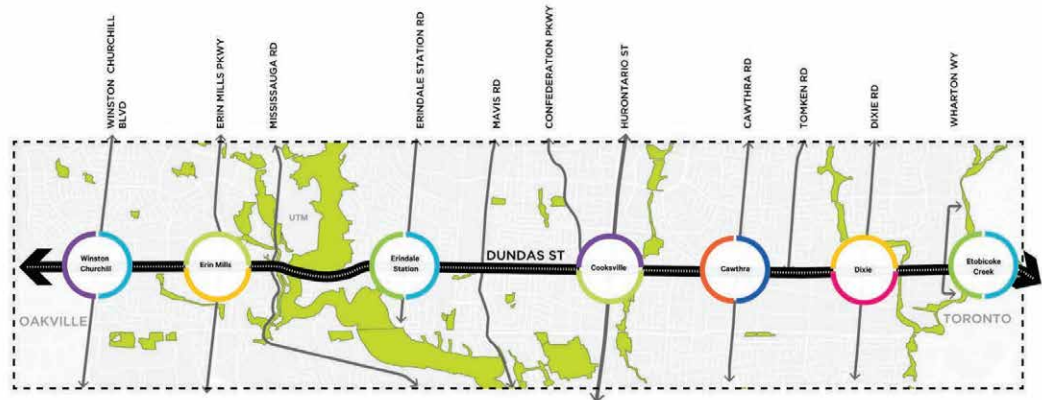
Currently thousands of jobs, businesses and housing units are located along the Hurontario corridor and Canada's largest development by Oxford Properties will be built in Mississauga's downtown Square One District.

Moving forward with the HuLRT project inclusive of the downtown loop represents major steps towards transformational transit improvements that our residents and businesses within the downtown and along the Hurontario corridor are depending on.

iv. Dundas Bus Rapid Transit Corridor

The City's [Dundas Connects](#) project produced a Master Plan for the Dundas Corridor, which makes recommendations on land-use intensification and rapid transit for Dundas Street. Specifically, the Master Plan recommends a Bus Rapid Transit facility for the entire length of Dundas Street. This supports major improvements to transportation, land use and the public realm along the Dundas Street Corridor.

The next steps in advancing this transit initiative are the completion of a Transit Project Assessment Process, and preliminary engineering and design. Federal and provincial funding for this work, such as funding available through ICIP and for which the City has applied, would ensure that growth and redevelopment along Dundas will follow, and implementation of transit may occur sooner.





Recommendation 5

Support a green recovery through investments in projects that mitigate the impacts of climate change and increase the resiliency and adaptability of our communities.

Mississauga is taking action on climate change with its [Climate Change Action Plan](#). This 10-year plan focuses on both community and corporate actions that decrease greenhouse gas (GHG) emissions and help the City become more resilient to changing climate conditions. These actions include:

- Decreasing GHG emissions from our buildings, transport sectors and city vehicles;
- Building our resilience to the expected impacts of climate change;
- Increasing our capacity to deal with climate events;
- Accelerating discovery and driving innovation in regards to climate action to create jobs;
- Enhancing green infrastructure investments and management practices to improve local resilience;

- Supporting low carbon energy systems, such as district energy, in the community; and
- Supporting a Mississauga hydrogen hub: hydrogen fueling infrastructure and hydrogen fuel incentives to support transit and trucking companies.

We all have a role to play, and tackling it requires global action, and collaboration. Mississauga is seeking committed funding from all levels of government to help advance transformative climate action projects, two of which are described on the following page.





i. Transition of Bus Fleet to Zero-Emission Vehicles

Mississauga Transit ('MiWay') is committed to reducing overall GHG emissions significantly over the next decade. As of 2020, roughly 70 per cent of the City's GHG emissions stem from Public Transit Buses alone and MiWay must decrease emissions by 40 per cent by 2030 and 80 per cent by 2050.

In order to meet this target, MiWay will no longer purchase conventional diesel buses, and will be required to purchase zero-emission buses at some point over the next decade. The cost of this premium is around \$200 million. Federal and provincial investments are necessary in order to transition the fleet and cover the premium.

The essential benefits of zero-emission buses in today's marketplace are considered environmentally friendly by producing little to no greenhouse gas emissions, simpler to maintain, produce less noise pollution, better driveability, and positive public perception and population health for residents.



ii. Bus Maintenance and Storage Facility Zero-Emission Conversion

In order to operate Zero-Emission Buses (both Battery-Electric and Hydrogen Fuel Cell), MiWay must convert their traditional diesel facilities to a facility that will accommodate charging or fueling infrastructure. This will require extensive structural overhauls, and in most cases, existing facilities may need to be completely rebuilt and future facilities constructed. The cost for this is currently unfunded.

MiWay may need to install electrolyzers and fueling infrastructure. From a maintenance perspective, Zero-Emission Bus technology is relatively new and will require technicians to learn new skills including high voltage systems.

For our infrastructure to accommodate such a transition, support from higher order levels of government is required.





Recommendation 6

Ensure fairness by amending the PILT formula to remove the 5% cap and allow Mississauga to recover financially at the same pace as the airport.

A number of pieces of provincial legislation and payment formulas affect the City's revenue streams. Through simple legislative changes, the Province could greatly assist municipalities with the financial pressures they face.

GTAA Payments in Lieu of Taxes (PILT)

There are four concerns regarding the calculation of the PILT for Toronto Pearson Airport:

- The PILT rate has remained the same since established in 2001 while municipal costs have increased;
- There is a two year lag in the passenger volumes that are used to calculate PILT which does not reflect the current economic activity at the airport;
- The PILT is capped at 5 per cent while capping has been virtually eliminated on taxable properties in Mississauga; and
- The 5 per cent cap is applied to increases in passenger count, while decreases in passenger count are not capped.

Growth in PILT revenues is linked directly to passenger travel, which slowed significantly during the pandemic. While the City understands and accepts its role to share in the difficult times, the five per cent per annum cap on any increases prevents the City from rebounding in the same way the GTAA will.

We ask the provincial government to eliminate the cap on the airport PILT to ensure fairness and equity between Toronto Pearson Airport and commercial taxpayers in Mississauga. The Region of Peel also supports the advocacy efforts of the City of Mississauga in requesting the province to include cargo in the PILT formula and eliminate the legislated 5 per cent cap on the GTAA PILT.



**Home of Canada's
largest airport**



COMMUNITY

2021 PROVINCIAL PRE-BUDGET SUBMISSION



Community recovery efforts will help to ensure that residents continue to choose to live in the City of Mississauga based on community amenities, support networks, activities, and other facets that make Mississauga a great place to live.

Through the City's work with its many community stakeholders, residents will be encouraged to join and participate in opportunities to re-engage in our vibrant municipal life.

Recommendation 7

Invest in the Mississauga community to create great places and amenities for everyone.

A recent survey conducted by Park People, highlighted that 70 per cent of Canadians appreciation for parks and green spaces has increased during COVID-19, noting that they would like more access to public space, nature and outdoor programming as part of COVID-19 recovery; and 87 per cent of Canadians support increased spending on parks.

The City of Mississauga is seeking funding in order to proceed with the development of a sustainable and creative community along its waterfront. The City is currently focusing on two projects: Lakeview Village and the Port Credit Harbour Marina. The revitalization of these sites will help deliver on the City's Strategic Plan action of creating a model sustainable creative community on the waterfront.





i. Lakeview Village

This site will connect the former Ontario Power Generation (OPG) lands to the waterfront trail system and will create a new 1,300m waterfront trail adjacent to Lakefront Promenade. An interconnected system of parks and open spaces will provide a range of passive and active recreation opportunities; and contribute to the character and identity of Lakeview Village and reinforce a healthy, active, and vibrant community.

A condition of sale from OPG to Lakeview Community Partners Limited requires that 67 acres of waterfront land be remediated and transferred to the City of Mississauga for parkland, institutional and cultural uses consistent with the Inspiration [Lakeview Master Plan](#). The City of Mississauga is engaged, ready, and willing to complete these next steps.

The City is seeking investment opportunities for sustainability opportunities like District Energy, the animation of the proposed cultural hub, the innovation corridor, and the waterfront amenities, including the pier, which is envisioned to become a defining feature of this site and Lake Ontario.





ii. Port Credit Harbour Marina

Through the [Inspiration Port Credit Charting the Future Course – 1 Port Street East Master Plan](#) process, community support to “keep the port in Port Credit” was established and reinforced the need for a future public marina at 1 Port Street East. The comprehensive Master Plan, which articulated a concept for the future revitalization and redevelopment of the site into a vibrant mixed-use neighbourhood, ensures the historic marina function is preserved.

The marina supports one of the largest salmon-fishing derbies in Canada, provides an important supply of recreational boat slips for the City and the region, and is a cultural heritage link to the Great Lakes. Substantial new investment is required for the infrastructure that supports the marina function.





Recommendation 8

Partner with cities to fund and build affordable housing to close the supply gap and ensure everyone has a safe place to live.

Proactive intervention by all levels of government is imperative to ensure that our communities continue to thrive. Mississauga is doing what it can to protect existing [affordable housing](#) supply and remove current regulatory and administrative barriers to the development of housing for

middle-income households. However, municipalities lack the financial tools and legislative authority to close the gap between what the market will produce and what households can afford. New powers and revenue sources are required to incent housing affordable to middle income earners.



Affordable Housing

The province can enhance Mississauga's legislative authority to participate in the delivery of affordable housing in the following ways:

- Prescribe Mississauga the ability to implement inclusionary zoning beyond Protected Major Transit Station Areas, where it can be demonstrated that there is a strong market;
- Consider allowing cash in lieu of inclusionary zoning units in locations outside of Protected Major Transit Station Areas or in smaller developments, similar to Montreal's By-law for a Diverse Metropolis;
- Provide Mississauga with the ability to introduce stable funding sources for affordable housing (e.g. local housing tax levy, clarify that Mississauga can implement a vacant unit tax); and
- Assist in building better coordination amongst two-tier systems related to administration of available municipal tools (e.g. inclusionary zoning).





ECONOMIC

2021 PROVINCIAL PRE-BUDGET SUBMISSION



The City of Mississauga has and will continue to play a key role in helping the local economy respond to this new normal. Currently, the City provides a range of programs and services designed to support economic development. It is our goal not only to recover the losses suffered during this pandemic, but to find every opportunity to help Mississauga businesses build back to better; and adopt an inclusive, whole community approach that leaves no one behind.

Recommendation 9

Support our small businesses and sectors hardest hit by the COVID-19 pandemic to kick-start the local and national economy.

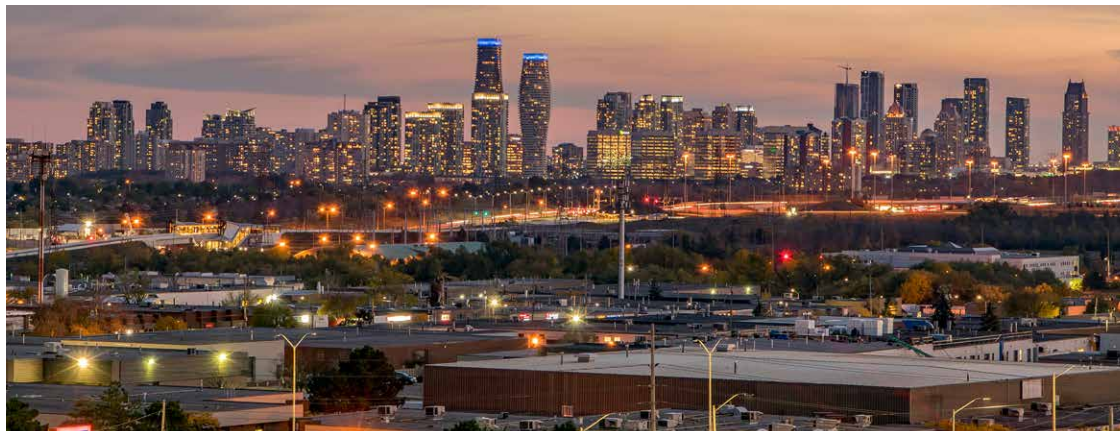
Recommendation 10

Ensure our tourism industries can rebound through investments in existing and the creation of new funding programs.

Recommendation 11

Keep our workers safe by providing adequate sick pay.

The City of Mississauga has a strong local economy, comprised of a highly diverse business community that reaches across a wide variety of sectors. Home to over 94,000 businesses, with a GDP of \$60 billion, the City is a major contributor to the Greater Toronto Area economy. It is imperative that we remain responsive to the needs of the business community as recovery unfolds.





i. Small Business Supports

The City of Mississauga recognizes small business is the foundation of Mississauga's economy. From traditional main street small businesses to high-growth scale-ups, the economic health and vitality of these establishments directly impact the overall well-being of the local economy. Unfortunately, the small business community has been hard-hit by the COVID-19 pandemic, with small and main street businesses having to temporarily close physical locations. Throughout Mississauga, the largest impacts on local main street businesses include:

- business closures;
- employee layoffs;
- reduced revenues/business activity; and
- rent challenges.

In recognition, the City's Economic Development Office (EDO), which includes the Mississauga Business Enterprise Centre has prioritized supporting the small business community through focusing on outreach and communication activities; and supporting local small business in adopting digital technologies. EDO however cannot deliver all actions outlined in the City's Economic Recovery Plan alone.

A number of interventions and supports can only be delivered through the federal and provincial governments. The following actions will be critical to support the small business community:

- Continue to offer and increase the Starter Company Plus Program grants by 30 – 50 per cent;
- Continuation of the Digital Mainstreet Program to the end of 2021 without interruption; and
- Funding of full annual municipal employment surveys in order to strengthen data sets.

It is imperative for the success of our local small businesses and Mississauga's local economy that ongoing federal and provincial support is provided to the small business community that addresses their specific challenges and needs.





ii. Tourism and Cultural Industry Support

Since the beginning of the COVID-19 pandemic, the Province has indicated that 350,000 jobs in Ontario's culture sector have been lost resulting in an estimated \$17.5 billion drop in economic impact from the culture sector to Ontario's economy.

In Mississauga, the story is no different. Local creative industries and entrepreneurs were forced to cease operations and are facing mass uncertainty. As there are still many unknowns about the future, organizations are unsure of sustainable funding opportunities such as government and sector-specific grants and if they will be able to cover costs moving into 2021 and beyond.

In the Tourism sector, purchased accommodation has been impacted because of travel restrictions, event cancellations and self-isolation requirements. For Hoteliers and short-term accommodation owners, revenues are significantly down resulting in significantly lower Municipal Accommodation Tax (MAT) revenue in 2020. Any resemblance of pre-pandemic MAT revenue, which is used to support the tourism industry, is highly dependent upon public health guidance and the willingness of the public to travel and vacation.

As such, sustainable funding for the Tourism and Cultural industry is required from the federal and provincial governments. Not only will this support drive more people to our City as we are able to reopen, but will also help the local economy through tourism spending. Ensuring Mississauga remains competitive and attractive to film and music production is also a vital component to Mississauga's recovery efforts.





iii. Paid Sick Leave

A successful and strong economic recovery from COVID-19 will require strong and effective support and collaboration from federal, provincial and municipal governments. The City of Mississauga has made it a priority to engage with our residents and business community, listen to their needs and advocate on their behalf to federal and provincial representatives for stronger and more effective supports.

Workplaces are a source of COVID-19 transmission in Peel and a Peel Public Health Surveillance identifies that among COVID-19 cases the most frequently reported occupation categories after health (8.9 per cent), are trades, transport and equipment operators (5.5 per cent), sales and service (3.9 per cent) and manufacturing and utilities (3.4 per cent).

Workers in precarious employment who are most likely not to have paid sick days, including low-income workers, essential workers, contract and agency workers, those who cannot work remotely, and many health-care workers, simply cannot afford to take time off work. A lack of paid sick days, income supports and sick leave protection are known barriers to compliance to COVID-19 control measures, including testing and self-isolation due to the fear of income-loss and financial hardship.

While the City of Mississauga acknowledges that measures have been taken to provide support to workers, such as through Bill 186 they are limited and time-sensitive. Both the federal and provincial governments must quickly implement and fund the necessary policies and programs to provide adequate paid sick day benefits to ensure accessible and timely financial support in order to remove barriers facing precariously employed individuals.



**Recommendation 12**

Invest in innovation to jumpstart the economy and help entrepreneurs succeed.

Recommendation 13

Provision of meaningful financial supports for domestic and foreign direct investment.

The City of Mississauga recognizes that the ability of our local businesses and entrepreneurs to generate, commercialize and scale up new technologies and processes is critical to our long-term competitiveness. In recognition, the City has prioritized the following initiatives.

i. Innovation Hub

A central space within Mississauga to promote, connect and develop innovation activity, the Innovation Hub will bring entrepreneurs, investors, established companies and innovation service providers together to share challenges collaborate and support innovation and entrepreneurial activity in Mississauga.

The launch of this collaborative is planned for 2022, and the City is currently working closely with all key stakeholders including University of Toronto, Sheridan College and the RIC Centre to provide start up supports. The City's goal is to drive scale-up activity through industry and investor connectivity and mentorship programs.

Funding from higher order levels of government will assist in driving these programs and benefit our region, the province and the country.

ii. Business Attraction and Investment

Mississauga's economic well-being is supported through the presence of key industry sectors including Advanced Manufacturing, High Value Business Services (including Finance and Information Technology), Smart Logistics and Life Sciences. Together these sectors account for almost half of Mississauga's total employment. In recognition, the City has prioritized the following initiatives to

sustain and grow our key sectors: Life Sciences Sector Strategy (Ontario) and Incentive Program(s); and Aerospace Sector Strategy (Canada) and Incentive program(s).

The City has also pivoted its services to support business investment attraction and expansion in Mississauga. Meaningful financial supports for domestic and

foreign direct investment, including retention and expansion incentive programs (CDN & ON) is critical in Mississauga's key target sectors and growth centres within the city.



Recommendation 14

Assist in the recovery and growth of the air transportation sector.

Airports are recognized as economic catalysts for the communities they serve, delivering jobs and investments to the local municipalities. The impact of international airports is even greater; they provide links to global markets while fostering trade, investment and tourism.

Mississauga is home to Canada's largest airport. Serving over 49 million passengers annually, Toronto Pearson International Airport is a major global hub, providing Canadians with a gateway to the world. With over 330,000 surrounding jobs, the airport is home to the second largest employment zone in the country.

As the fourth largest global entry point into the U.S.A, it boards flights to 210 destinations and more than 22 million trans-border passengers annually. Unfortunately, due to COVID-19, passenger activity at Pearson International Airport fell by 69.5 per cent during the first nine months of 2020.

As governments around the world impose border restrictions and advise their citizens against non-essential travel, the air transportation sector has faced significant declines in air passenger traffic, staff layoffs, and grounding of planes. The federal and provincial governments must step in to assist in the recovery and growth of this sector, to prevent further job loss and to encourage economic growth and tourism.



CONCLUSION

Mississauga's COVID-19 [Recovery Framework](#) prepared by the City's Leadership Team, and in alignment with Ontario's 'Framework for Reopening our Province', serves as the City's guiding principles supporting reopening and recovery. Municipalities play a vital role in the delivery of critical services that residents rely on, and are on the frontline of safely reopening the economy.

The provincial government is an important partner in ensuring the City meets its objectives, realizes its vision, and achieves its city-building priorities, specifically through proper funding mechanisms. We know the course of COVID-19 is uncertain. Our plans and actions will need to remain agile to respond as needed. One thing we can be certain of, whatever challenge we face, we will overcome it together.

