



Corporate Report

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DATE: June 13, 2011

TO: Mayor and Members of General Committee
Meeting Date: June 29, 2011

FROM: Janice M. Baker, CA
City Manager and Chief Administrative Officer

SUBJECT: **Provincial Election 2011: Summary of Key Issues for the City of Mississauga**

General Committee

JUN 29 2011

RECOMMENDATION: That the report entitled "Provincial Election 2011: Summary of Key Issues for the City of Mississauga" dated June 13, 2011 from the City Manager and Chief Administrative Officer, be endorsed as the City's priority issues pertaining to the Oct. 6, 2011 Ontario general election.

BACKGROUND: The Province of Ontario has called a general election for October 6, 2011. Four years ago, during the provincial election of 2007, the City of Mississauga developed and implemented a number of tactics to bring key municipal issues to the attention of the federal candidates, running in the six Mississauga ridings, with the intention of favourably influencing the candidates and political parties on matters of importance to the City of Mississauga.

The four key issues that were brought forward in the 2007 election were:

- Investment in Transit and Transportation Systems
- Current Value Assessment, Airport Payment in Lieu of Taxes (PILTS) and Tax Increment Financing
- Fiscal Imbalance: Underfunding of Municipal Services

- The Status of the City of Mississauga within the Region of Peel

The tactics that were employed ranged from developing a website of important information and questions of candidates, mailing a newsletter to all homeowners, to most significantly, holding a televised public debate in the City of Mississauga Council Chambers with the four major political parties represented.

The City received very favourable feedback on the engagement methods employed. Although it is hard to measure the real impact that this campaign had on influencing the elected provincial government on the City's priority issues, clearly some progress has been made.

The purpose of this report is to summarize the priority municipal issues towards engaging key stakeholders and provincial parties during the fall 2011 provincial election and to favourably influence provincial policies on issues of major importance to the City of Mississauga and other municipalities. A separate report outlines options for engagement tactics.

COMMENTS:

The upcoming October 6, 2011 provincial election affords the City of Mississauga another opportunity to engage local candidates on municipal issues of importance.

While there are many issues that the City of Mississauga has with the provincial government ranging from Library funding to the ongoing shortage of Justices of the Peace, staff has outlined the major issues where progress is required. Other issues will continue to be monitored and reports prepared to Council at the appropriate time.

PRIORITY ISSUES:

In 2011, the City's priority issues are:

- Fund and Grow Public Transit
- City Building – Infrastructure Funding
- Interest Arbitration – Labour costs for Emergency Services
- The Future of the OPG Lands
- Post-Secondary Education Funding
- Air Quality – Clarkson Air Shed

**FUND AND GROW
PUBLIC TRANSIT:****Fund and Grow Public Transit**

The City of Mississauga has a vision for transit that is only achievable if reliable, sustainable public transit systems are built. The City's Strategic Plan outlines this vision; 25% of the citizens who gave input into the Strategic Plan's development declared that better public transit and transportation systems were number one priorities. For many years the City has worked alongside its partners to build ridership on the bus system, maintain and green the City's fleet and facilities, work with adjacent municipalities to provide inter-jurisdictional connections, and more recently, develop higher-order public transit systems that will move people faster, connect to regionally significant nodes and other transit systems, and help decrease car congestion. Clearly however, much more is required to be done.

Background:

The issue of transit and transportation systems was identified as a top issue for the City during the provincial election of 2007. At that time the City sought commitment for:

- Provision of a steady stream of sustainable funding
- Elimination of the requirement to make gas tax payments to GTA municipalities conditional on municipal funding of one-third of GO Transit's capital expansion.
- Making the necessary amendments to the Development Charges Act, 1997 which included:
 - changing the determination of transit from a "soft service" to a "hard service", thereby eliminating the need for a 10% discount.
 - making revisions to the calculation methods from historical averages to planned transit service levels
 - eliminating the excess capacity restrictions.
- Ensuring that the GTTA proceeds with the smartcard implementation
- Commitment to more open and constructive interaction with the federal government including the establishment of a National Transportation Strategy.

The provincial government has made some progress in the past four years, which the City of Mississauga is thankful for. Since 2004, the

provincial government has committed more than \$1.6 billion in provincial gas tax funding to municipalities. The provincial government also created Metrolinx which developed the 'Big Move' Plan, a multi-year plan for rapid transit initiatives in the GTHA, and the Presto Card initiative which was recently implemented.

Comments: While there have been some gains regarding the growth and funding of adequate transit systems, many issues still remain:

- **Funding:** Transit financing and development in the GTHA is inadequate. The 'Big Move' Master Plan, while a strong planning document, does not have adequate funding to fulfil its regional vision. Metrolinx is working on the investment strategy scheduled for release by June 2013. There is a need to find \$2 billion per year, over the next 25 years, to build the proposed plan. This \$2 billion does not include costs to operate, maintain and eventually rehabilitate the newly expanded transportation infrastructure. As cited in a 2010 working paper by CivicAction (formally Toronto City Summit Alliance), the postponement of \$4 billion of this commitment, as announced March 25, 2010 in the provincial budget, will delay the completion of several major transit projects.

Mississauga's goal is to double the transit ridership from 11% to 22%. To meet this, work is underway on designing higher-order systems and mobility hubs, improving travel times, developing parking strategies that support transit, directing growth to support public transit, etc. The City's 2011 capital budget shows transit as 42% of the total capital budget (\$98.8 million) but also with a number of important transit projects unfunded (\$66 million, excluding the cost of the LRT).

At this time, the City's biggest concern is funding for the proposed LRT. The Hurontario/Main Light Rail Transit (LRT) project is a joint initiative between the Cities of Mississauga and Brampton, and is one of Metrolinx's 'The Big Move' priority projects. The LRT will provide rapid transit from Port Credit on Lake Ontario north to downtown Brampton. This showcase project meets and supports provincial government policies and will generate significant positive economic impact. The LRT has already received a very positive Benefit

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Cost Analysis (BCA) from Metrolinx – in fact, it is rated the strongest performing LRT corridor in the GTHA, outside of Toronto. The project's capital cost is \$1,345 million (BCA estimate); Mississauga has initiated a preliminary design study for the corridor with the expectation that funding will be received from the provincial and federal governments for this important regional higher-order transit system.

Operating costs as a result of piecemeal initiatives, mostly fall to the local municipality to fund. One example is the PRESTO fare card system. PRESTO is a Government of Ontario initiative introducing a new GTA-wide, electronic fare card for public transit. It is a partnership between the Ontario Ministry of Transportation, GO Transit and nine municipal transit authorities. Participation in the GTA fare card program is a condition of provincial gas tax funding. Mississauga Transit recently activated the PRESTO fare card on three GO Transit routes. The incremental operating costs associated with implementing PRESTO are estimated at \$850,000 (for data communication costs, equipment maintenance and repair, bank fees, staff costs, etc.). This is an example of how a provincial government initiative can cause the City's operating costs to increase.

Regarding the Ontario Gas Tax program, the primary purpose of this funding is to increase overall ridership through the expansion of public transportation capital infrastructure and levels of service. In 2004, the province provided 1 cent of the existing provincial gas tax to municipalities; this allocation increased to 2 cents in 2006. Since then, no further funding increases have been announced. While the provincial gas tax has been sustainable, in that for a number of years the transfers have been known per a set formula, it is not enshrined in legislation.

- **Development Charges:** Development Charges are collected by the municipality for the purpose of financing the construction of new capital infrastructure, as a result of the growth stemming from land development in the City of Mississauga. *The Development Charges Act, 1997*, remains a

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barrier to sustainable, city-building efforts by municipalities. The requests for changes to the Act, as outlined above, have not been approved: transit is still determined as a soft service except for the Toronto-York subway extension; the calculation method using historical averages, rather than planned transit service levels, is still being utilized; excess capacity restrictions are still in place. If municipalities had the right to collect more DCs, this would have an enormous positive effect on their ability to plan and fund large transit and other infrastructure projects.

- **Growth Plan:** The Province of Ontario introduced the *Places to Grow Act, 2005* to manage growth and development in an environmentally sustainable manner, in a way that supports economic prosperity and achieves a high quality of life. It sets region-wide standards and limits for growth and development, while giving communities the flexibility they need to address local circumstances. Among other goals, the *Places to Grow Act* was developed to reduce traffic gridlock by improving access to a greater range of transportation choices. While the City of Mississauga supports the Act, it is slowed in its progress as the provincial government has yet to release the revised population and employment projections that support the densities required for substantial transit ridership. These population densities will guide where development should occur to meet the targets the City requires, especially the higher-order public transit initiatives such as the Hurontario/Main Light Rail Transit plan as outlined above.
- **National Strategy:** Canada remains the only G8 and OECD country to not have a long term federal transit strategy. During the recent spring, 2011 federal election there was a call to the federal parties to make a comprehensive national transit policy framework a priority. The Federation of Canadian Municipalities (FCM) and the Canadian Urban Transit Association (CUTA) both rallied on this point, as did the City of Mississauga. Without an agreed to strategy at the federal level, adequate funding that clearly supports regional, provincial or national interests, will not be available to meet the needs of municipal projects. It is imperative that the

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provincial government lobby the Government of Canada to advance on a national strategy.

The question that provincial political parties should answer is:
What actions will your party take to help fund and grow transit?
Will your party commit to financial support of the Mississauga LRT?

CITY BUILDING -
INFRASTRUCTURE
FUNDING:

City Building - Infrastructure Funding

The quality of life of Canadians depends on basic infrastructure systems such as roads, highways, bridges, water supply systems, sewers, telecommunications facilities and transit systems being in a state of good repair. For municipalities that are involved in great city-building initiatives, such as the City of Mississauga, no matter how grand the vision or design concepts, it is essential that the infrastructure pieces are built well and come on stream at the right time.

Background: The Association of Municipalities of Ontario (AMO) estimates that Ontario faces a municipal infrastructure deficit of \$60 billion; nationally the current infrastructure deficit is estimated at \$123 billion (2007).

Canadian municipalities face a growing challenge with regard to the continued maintenance and development of services and infrastructure. According to AMO, *"The infrastructure under-investment problem has emerged over the last two decades. In the early 1990s, the federal government transferred a significant portion of its operating deficit to provinces and territories by drastically cutting funding transfers. In Ontario, in turn, the provincial government downloaded part of its operating deficit to municipalities by downloading costs for programs such as welfare, social housing, ambulance services, and 5,000 kilometres of provincial highways and related bridges"*. (Nov, 2007 – AMO 'Understanding Canada's Municipal Infrastructure Deficit')

The results of the Provincial-Municipal Fiscal Service Delivery Review, which included municipalities, the province and AMO, outlined important provisions for the province to bring structural cost-

sharing changes to reduce municipal costs, coordinate human services delivery and promote social policy. The provincial government recognized that investment in infrastructure was greatly needed and has committed significant funding for infrastructure throughout the province. Despite these investments, more funding is required by the province to reduce the growing infrastructure deficit.

Generally municipalities have three options to handle this shift in financial responsibilities: increase taxes, reduce services, or defer infrastructure rehabilitation to later in its life-cycle. The cumulative result is a significant shortfall in the funds required to upgrade existing municipal assets. The City of Mississauga faces a \$1.5 billion infrastructure deficit over the next 20 years, which must be financed, by-in-large, through the property tax base.

Comments: In recent years there have been some support by the higher orders of government, through various infrastructure programs, to help fund local works. The Government of Ontario has also enacted a number of legislative and planning initiatives to support the development of public infrastructure including, *The Places to Grow Act, 2005* and the *ReNew Ontario Infrastructure Investment Plan, 2005*.

For the City of Mississauga, the most important funding support received from the provincial and federal governments has been through the Infrastructure Stimulus Fund (ISF) and the Recreation Infrastructure Canada Fund (RInC). These programs allowed the City to partner with the federal and provincial governments, for approximately one-third funding each, on 153 local infrastructure projects. Mississauga received \$104 million in federal and provincial stimulus funds, to which the municipality added its contribution, for a total budget of \$170 million.

While the City was grateful for these funds, this was one-time funding. To truly maintain Mississauga's infrastructure in a state of good repair, permanent sustainable funding is required. In Mississauga, this equates to approximately the same amount that was received through ISF every year. It should be noted that the ten year capital forecast does not provide for \$432 million in capital projects and lifecycle replacement costs, which remain unfunded. Clearly,

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one-time funding will not meet the needs of municipalities in reducing the overwhelming municipal infrastructure deficit.

Mississauga has all of the right ingredients to develop into a sustainable, robust, multi-cultural city of the 21st century; it has vision, at the moment it is debt-free, its infrastructure is generally in a state of good repair. However, the 21st century city transformation cannot happen on property taxes alone – sustainable, long-term funding is the key so City leaders know when and how funds from other partners, specifically the higher order governments, will be available for important city-building initiatives.

The question that provincial political parties should answer is:
Will your party commit to developing a new, long-term, sustainable infrastructure investment plan for Ontario municipalities?

INTEREST
ARBITRATION:

Interest Arbitration

The Association of Justice Counsel of Canada defines *Interest Arbitration* as “a process to which parties may resort when they are unable to negotiate a collective agreement. It is often used as an alternative to a strike or lock-out and is meant to duplicate, to the extent possible, the results the parties would have achieved had they freely negotiated the terms of their collective agreement and had they been able to exercise their rights to strike or lockout”.

Background: The significant labour costs for emergency services (police, fire and emergency medical services) remain a concern for the City of Mississauga and other municipalities of Ontario. Labour costs for emergency services continue to escalate and contribute as a significant proportion of the municipal operating budget.

The cost of wages, benefits, pensions, and other areas of compensation for emergency services workers are negotiated through collective bargaining agreements. However, when a negotiated settlement cannot be reached, these emergency services without the right to strike, proceed to the interest arbitration process. This process provides for an arbitrator or arbitration to issue an award which is final and binding on all parties.

The awards issued by Interest Boards of Arbitration have failed to adhere to the requirement to consider a municipality's ability to pay. This has caused higher settlements than what would have been freely negotiated. Interest Arbitrator's lack of consideration for either the municipality's ability to pay or to consider the municipality's freely negotiated settlements, continues to increase the costs of emergency services and removes the municipal employers efforts to control emergency services labour costs.

Currently, arbitrators compare and use the settlement awards granted in other jurisdictions as the benchmark for local wage negotiations. They often do not take into consideration the settlement negotiations between municipalities and its non-emergency service bargaining units nor the impact that higher wage increases for emergency services has on other municipal services. As a result, arbitration decisions do not consider the municipality's ability to pay reflected by local realities and economic pressures.

In 2005, the Emergency Services Steering Committee (ESSC) was formed to address these challenging issues. The ESSC is a joint committee of the municipalities of the Large Urban Mayors Caucus of Ontario (LUMCO), the Mayors and Regional Chairs of Ontario (MARCO), and the Ontario Association of Police Services Board (OAPSB). The goal of the steering committee is to take a coordinated, strategic approach to collective bargaining and other issues which significantly increase emergency services program costs. ESSC is the leading committee on examining issues of interest arbitration for emergency services workers.

Comments: Municipalities across Ontario agree that interest arbitrators have failed to take into consideration:

- **Municipalities' ability to pay** for overall compensation, including public sector benefits and pensions. Growing burden of rising emergency services labour costs lead to higher taxes and potential loss of other services.
- **Public backlash** to the perceived generous awards and retirement plans of emergency service workers when many private sector employees do not experience the same advantages themselves. Arbitrators and Arbitration Boards need to give consideration to

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the municipality's ability to pay and the taxpayer's ability to pay for arbitration awards.

- **Comparisons to settlements** in other municipal services in the municipality and the impact of wage increases in the emergency services of other municipal services.
- **Lengthy delays** in issuing awards damages the labour relations between the parties.
- **Local Economic Circumstances** that have changed drastically in the economic recession which affects the ability to pay for taxes by many residents and businesses. The time has come for public sector employees to fairly and equally share some of the burden faced by taxpayers (City Council Resolution# 0136-2009).

Interest arbitration and cost containment for emergency services is a significant concern for the City of Mississauga and other Ontario municipal governments. Municipalities across Ontario are working together through LUMCO and ESSC to lobby for changes in interest arbitration. Help is needed to bring about the necessary changes to ensure that rapidly escalating emergency services costs are brought in line with other municipal services, particularly in tough economic times.

In February, 2011, City Council adopted and endorsed LUMCO's resolution on respecting rules for arbitration (City Council Resolution# 0051-2011). LUMCO's position is to make arbitration settlements more affordable to communities. This will be achieved by requesting the new provincial government, determined by the provincial election in 2011, to change the rules of arbitration governing the municipal public service.

The question that provincial political parties should answer is:
Will your party agree to change the rules of arbitration and make arbitration settlements more affordable to communities?

The Future Of The OPG Lands

THE FUTURE OF
THE ONTARIO POWER
GENERATION (OPG)
LANDS:

Background: On February 27, 2008, Council unanimously approved the following motion: "Be it resolved that the Council of the City of Mississauga inform the Ontario Power Authority that we are strongly opposed to the construction of a gas power plant in the Lakeview

Community; and further, that the Council of the City of Mississauga encourage Staff to commence planning for the redevelopment of Lakeview as a diverse, multi-faceted community for the twenty-first century". (City Council Resolution #0048-2008)

Building on the citizen lead and award-winning Lakeview Legacy Project, the Inspiration Lakeview Project Team was assembled to develop a vision for the Ontario Power Generation (OPG) lands, which is owned by the province and located in southeast Mississauga, along the Lake Ontario Shoreline. A vision for Lakeview was presented to the Planning and Development Committee, which was then endorsed by City Council on April 25, 2011. The vision was developed through consultations with over 1,000 people through workshops, open houses, one-on-one conversations, speaker's series and scale modeling. Collaboration with stakeholders, including the province and OPG, was important to encourage and facilitate dialogue on options for developing Lakeview as a mixed-use, sustainable and vibrant community.

In February 2011, City Council authorized staff to begin negotiations with the Province and OPG to develop and execute a Memorandum of Understanding (MOU), the purpose of which is to develop a shared vision for the potential redevelopment of the OPG site. On June 8th, 2011, Council approved the MOU document which demonstrates the commitment between the City of Mississauga, the Province, and the OPG to deliver on the shared vision (City Council Resolution # 0166-2011).

Comments: As demonstrated in the MOU, the City, the Ontario Government and OPG have further strengthened and defined their relationship regarding the Inspiration Lakeview project. Development of the OPG lands is in accordance with the strategic direction of Mississauga and identified under the "Prosper" pillar of the Strategic Plan. As stated, the visionary action for the OPG lands is to "create a model sustainable community on the waterfront". Revitalization of the OPG lands aligns with this strategic goal and allows these lands to become a regional, national and international model of sustainability and brownfield redevelopment.

The formal execution of the MOU represents a significant first step in realizing the community's vision for a sustainable and mixed-use

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model community on the Lakeview waterfront. It will create the opportunity to start taking positive steps on initiatives, such as accessing the western pier. The successful development of the Lakeview community will be determined by the commitment of the next provincial government in power. The principles and direction embodied in the MOU must be committed to by all three parties to the MOU before development of the Lakeview waterfront can begin.

The question that provincial political parties should answer is:

Will your party honour the commitment by the province to develop a shared vision for the OPG site as set out in the Memorandum of Understanding and continue to work with the City of Mississauga to redevelop Lakeview as visualized by the parties to the MOU, the citizens of Mississauga, the landowners, and the rest of Ontario?

**POST-SECONDARY
EDUCATION
FUNDING:**

Post – Secondary Education Funding

Background: Great cities around the world have a strong and vibrant post-secondary educational scene that attracts people and businesses. The City of Mississauga’s Strategic Plan states that a downtown post-secondary institution has the ability to be an “engine of future growth and economic development” as well as an incubator of innovation and entrepreneurship. For Mississauga to be a well-recognized city of the 21st century, more post-secondary educational opportunities will be necessary.

Mississauga is currently home to the University of Toronto Mississauga (UTM), part of Canada’s largest university and one of the most highly respected research institutions in North America. Council has previously stated that the University of Toronto Mississauga is an invaluable asset to the City in terms of providing post-secondary opportunities for residents within the City and the Greater Toronto Area. The City supports and is actively encouraging additional post-secondary facilities to be located in the City (City Council Resolution# 0264-2008).

The latest partnership with Sheridan College Institute of Technology and Advanced Learning, is in line with this vision. A corporate report in 2009 laid out a master plan document, with a ground lease

agreement, for Sheridan College to develop a downtown Mississauga campus that is located across from the Square One shopping complex. Since the execution of the ground lease agreement, Sheridan College is being built with a projected occupancy date set for September 2011. It plans to accommodate 1,760 students followed by an additional 3,740 students as part of Phase 2 development, for a total of 5,500 students. The college was granted funding through the Knowledge Infrastructure Program and saw funding streams coming from both the federal and provincial government.

The introduction of a post-secondary education campus in downtown Mississauga represents a transformative action that aligns with the recently adopted new Strategic Plan. The hope of the City is that the campus represents a new and exciting opportunity for youth, new immigrants and others who pursue continuing education opportunities in Mississauga.

Comments: Mississauga is ready for new post-secondary opportunities. The City believes in the importance of attracting new post-secondary education opportunities (facilities and spaces) for the long-term success and prosperity of all citizens and businesses in Mississauga. More post-secondary institutions will attract youth, and nurture a creative pool of talent that can spearhead strong, innovative businesses.

Investments in building knowledge and skills for Ontarians have long been recognized as important in maintaining a well-educated workforce that can compete in the global economy and attract international investment. The current Ontario government has placed considerable investments in post-secondary education in their recent announcement in the 2011 Budget. The government will be investing over \$64 million in 2011-12, growing to \$309 million in 2013-14, to fund additional operating grants to colleges and universities. The budget will support over 60,000 additional students by 2015-16. In addition, through the Open Ontario plan, the government expects to raise Ontario's post-secondary attainment rate to 70 per cent and create enough college or university space for every qualified student. With these announcements, additional post-secondary educational facilities will be needed to support a growing student population. Mississauga aspires to be a city that can attract more post-secondary

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education facilities. It is a world-class city that is rich in global and local professional talent and has a creative and diverse youth population. As the provincial election date is set for October 6th, 2011, the City of Mississauga will be closely monitoring the post-secondary education promises of all political parties, with the expectation that existing funding will remain or grow in the next term of legislature.

The question that provincial political parties should answer is:
Will your party continue to honour the existing post-secondary education funding commitment?

AIR QUALITY –
CLARKSON
AIR SHED:

Air Quality – Clarkson Air Shed

Background: For over a decade, the air quality of the Clarkson area has been identified as a priority issue for Mississauga Council and residents. The Clarkson Airshed Study was initiated by the Ministry of Environment (MOE) in 2000 in response to local community complaints concerning poor air quality and the MOE's historical monitoring data, which indicated elevated levels of inhalable particulate matter and nitrogen oxides. The Oakville-Clarkson airshed is bounded by Dundas Street East and West to the north, Chartwell Road in Oakville to the west, Mississauga Road to the east, and Lake Ontario to the south. (Source: Southwest Greater Toronto Area – Oakville-Clarkson Airshed Action Plan)

Particulate matter is made up of tiny particles of nitrates, sulphates, organic compounds, metals and soil dust. Particles that are smaller than 2.5 microns in diameter have been associated with adverse health effects over both short periods (such as a day) and longer periods (i.e. a year or more). People with breathing and heart problems, children and the elderly may be particularly sensitive to particulate matter. The key finding of the Clarkson Airshed Study confirmed that the Clarkson area is considered to be a "taxed" airshed at times.

An action plan was developed in 2009 when the Province of Ontario appointed Dr. David Balsillie as a one-man Southwest Greater Toronto Area (GTA) Air Quality Task Force. Dr. Balsillie invited representatives from industry, the local communities, Halton Public Health, Peel Public Health, the Town of Oakville and the City of Mississauga to participate on a Community Advisory Committee and

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assist in the development of the Action Plan.

The Balsillie Action Plan was released on June 25th, 2010 and included 35 recommendations to improve air quality and reduce associated health impacts in the Oakville-Clarkson Airshed. The City of Mississauga, along with the Town of Oakville and other municipalities, have been pushing the province to respond to the recommendations of the Action Plan ever since – including leading the development for an air-zone management plan for the Oakville-Clarkson Airshed as an initial pilot project for the Province.

Comments: The City of Mississauga continues to urge the provincial government to respond to the recommendations in the Balsillie report, specifically leading the development of an air zone management plan and to create an initial pilot project of the Oakville-Clarkson area. Council has repeatedly requested the province to provide a detailed response to the Action Plan. Though the province is working with the federal government to develop a Canada-wide Comprehensive Air Management System, to this date, the provincial government has not provided a detailed response to the Action Plan recommendations.

City of Mississauga staff has met with staff from the Ministry of Environment twice to discuss the potential of a pilot project, although no agreement has been reached. MOE staff has suggested the formation of an advisory committee but has not provided any details regarding who the committee would be advising and on what issues. Mississauga city staff recommends the formation of an action committee which would ensure that the recommendations of the Balsillie Action Plan are implemented.

The City believes that protecting human health and improving the air quality of the Oakville-Clarkson airshed is important and aligns with the goals of the City's Strategic Plan. Detailed in the Living Green Pillar Principle, "Mississauga is a City that values its shared responsibility to leave a legacy of a clean and healthy natural environment." Furthermore, it will continue to "lead and promote the utilization of technologies and tactics to conserve energy, water, reduce emissions and waste, improve our air quality, and protect our natural environment."

The City of Mississauga is requesting the next provincial government develop and implement a new form of governance that effectively manages the cumulative impacts of emissions on an airshed. Air quality is a key issue that concerns Mississauga residents and action is requested to resolve this challenge. The City is waiting for the provincial government to act upon the recommendations outlined in Dr. Balsillie's report.

Therefore, the City of Mississauga is calling upon the Government of the Province of Ontario and the Minister of the Environment to implement Recommendation# 1 (GC-0140-2011):

- a) Lead the design of a comprehensive air zone management system in Ontario;
- b) Lead the development of an air zone management plan for the Oakville-Clarkson airshed as an initial pilot project for the Province;
- c) Implement recommendation #4 in the Dr. Balsillie Task Force report which says "All applications for Certificates of Approval for new or modified industrial activities, which will increase emissions within the airshed, must be considered in light of the current capacity of the airshed."
- d) Provide a detailed response to the Action Plan.

The question that provincial political parties should answer is:

Will your party agree to the implementation of an air-zone management program with a pilot project in the Oakville-Clarkson area, and take action to see that they are fulfilled in the next provincial government mandate?

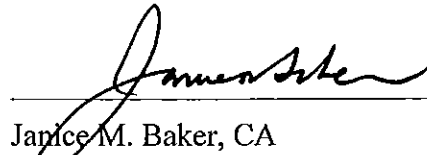
CONCLUSION:

The Province of Ontario plays a critical role in ensuring the success of municipalities and has the power to amend existing legislation.

As the third largest city in Ontario and the sixth largest in Canada, the City of Mississauga, has regularly been acknowledged as one of the best managed municipalities in Canada. As Mississauga enters into the next stage of its development, it seeks the ability to continue to move forward in a positive direction over the next many years.

Sustaining municipalities and building strong, vibrant and liveable communities is critical to the economic success and quality of life of residents and businesses in Ontario. To do this, any party wishing to govern the Province of Ontario must commit to improvements for the difficult issues outlined in these reports.

Official parties and candidates should be engaged to establish their position on these issues, thereby enabling Mississauga voters to be well informed before the provincial election on October 6th, 2011.



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