

2025

PROVINCIAL PRE-BUDGET SUBMISSION

Moving Mississauga Forward



MISSISSAUGA

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LETTER FROM THE MAYOR OF MISSISSAUGA



To Premier Ford, Minister Bethlenfalvy and Mississauga MPPs,

Mississauga is a dynamic and rapidly growing city, committed to investing in both our present and our future. As we work to meet the challenges of today and prepare for tomorrow, we remain focused on maintaining the high quality of life our residents deserve, while ensuring that Mississauga continues to be an attractive and thriving hub for businesses. We are deeply grateful for the ongoing partnership with your government and for the vital investments you've made – and continue to make in our city's growth and success.

For over two decades, Mississauga has proudly maintained a AAA credit rating, a testament to our strong financial management and commitment to being a well-run, efficient city. While we take great pride in our fiscal responsibility, we are not immune to the growing challenges that lie ahead. To continue thriving, we need the support of both your government and the federal government. Issues such as housing affordability and the ongoing housing crisis, necessary investments in local and regional transit, and mounting external cost pressures are escalating and require urgent attention. These challenges are simply too great for us to tackle alone.

Among the growing pressures facing our city is the request by Trillium Health Partners for a \$500 million contribution to the local share campaign for the new Mississauga Hospital. While we entirely support this vital project and are grateful for the provincial government's commitment to it, the burden of funding healthcare infrastructure lies within provincial jurisdiction – and *should not* lie on the shoulders of property taxpayers. Property tax was never intended to fund healthcare or make up for shortfalls in provincial funding.

Skyrocketing police budgets – set to increase by 23% in 2025 – are driving up costs at the Region of Peel, contributing to a 6% property tax hike in Mississauga. Additionally, the reinstatement of the GTAA PILT cap at 5% will result in

millions of dollars in lost revenue for our city each year. The operating costs of the Hazel McCallion LRT are projected to exceed \$65 million annually, while Peel Region faces a chronic funding gap of \$868 million per year – equating to \$575 per person more than other regions, leaving critical social and infrastructure needs unmet.

While Mississauga continues to make strategic investments in infrastructure and services, escalating demands and rising costs leave municipalities like ours struggling to balance budgets. To address the urgent needs of residents – who deserve quality housing, transit, and community services – we cannot burden them with harsh tax increases during an affordability crisis. We cannot expect Mississauga's residents and businesses to shoulder this alone. It is not just important, but essential that we receive robust support from the province to ensure we can continue meeting these critical needs.

Mississauga plays a vital role as the province's second-largest urban economy, contributing over \$60 billion to the GDP. To continue building a world-class city, we need the province's support and investment, along with a new arrangement similar to those with Toronto and Ottawa, ensuring Mississauga receives its fair share of funding.

On behalf of Mississauga Council and our residents and businesses, I thank you for the opportunity to provide this submission. Your continued partnership is crucial as we work together to address these challenges and drive shared prosperity. Mississauga's success is Ontario's success.

Sincerely,

Carolyn Parrish

MAYOR OF THE CITY OF MISSISSAUGA

EXECUTIVE SUMMARY

The City of Mississauga is a vibrant, growing city, with a GDP of more than \$60 billion. At the same time, we face significant pressures to maintain and continue to build a great city. From infrastructure to climate change, housing to transit, Mississauga needs the support of the provincial government, and their significant revenue tools to ensure our City remains a community with a high quality of life, where people choose to be.

The following pre-budget submission outlines the City's priorities for 2025 (and beyond). It is not an exhaustive list of our needs but focuses specifically on the top priorities as they relate to the provincial government. We are asking the province to take action on each of our requests, to make further investments in our city, and to work as partners to build a great community.

The recommendations in this document are separated into two categories: Investments and changes that will support the building of new housing to address the housing crisis and meet the province's housing targets, and investments to address affordability and ensure the property tax remains appropriate and manageable for all residents and businesses.

Housing-Enabling Investments

- Implementing all-day, two-way GO service on the Milton GO Rail Corridor as soon as possible to create economic and housing opportunities and relieve congestion and gridlock.
- Investing with Mississauga in a new transit garage to allow the city to expand and green its transit fleet, to keep up with growing demand and meet the province's housing targets for our City.
- Working with Mississauga on flood and disaster relief programs and investments to ensure our City is climate resilient and ready to handle the next historic weather event.
- Commencing planning work on the eastern and western expansion of the Dundas BRT to ensure it connects regionally and serves a growing population.

Affordability

- Recognize Mississauga's stature as the province's second largest urban economy and developing a new deal for our City, similar to the ones recently struck with Toronto and Ottawa, that includes, among other items, the uploading of the operating costs of the Hurontario LRT for at least the first three years of operation.
- Ensure Peel Region, and by extension Mississauga, receives its fair share of funding for infrastructure, core services, and social programs, at least equal on a per capita basis to the funding received by other regions in the province.
- Revisit the 5% cap on the payment in lieu of taxes (PILT) paid by the Greater Toronto Airports Authority (GTAA) to the city, to ensure fairness for Mississauga property taxpayers and that our city and our airport can grow together.
- Address the rising issue of food insecurity and the skyrocketing use of food banks by addressing the underlying factors that lead to food bank use such as, lack of affordable housing, increasing social assistance rates, and making investments in people.

The City of Mississauga has a plan and a vision for growth and to remain a place people choose as their home and a place to invest. Only with the help of the provincial government will we realize this vision.

OUR REQUESTS

HOUSING-ENABLING INFRASTRUCTURE

Moving More People:
Alignment Confirmation for the
Hazel McCallion Line Extension
(Downtown Loop)

Transit Expansion:
All-Day, Two-Way GO Service –
Milton GO Rail Corridor

Investing in Sustainable
Public Transit:
Building New Transit Facility

Improving Transit Infrastructure
and Connectivity:
Extension of the Dundas BRT

Flood-Resilient Futures:
Investing in Integrated
Disaster Mitigation

AFFORDABILITY

Getting Housing Built Quickly:
Addressing the Housing Supply
and Affordability Crisis
in Mississauga

New Deal for Mississauga:
Responsible Funding for Third
Largest Municipality in Ontario

Priority Provincial Funding:
Fair Share for Region of Peel
and Mississauga

Hospital Expansion:
Local Share for Healthcare
Infrastructure in Mississauga

GTAA PILT: Mississauga Seeks
Fair and Balanced Approach
to Airport Property Taxation

Urgent Action Needed:
Addressing Mississauga's
Food Insecurity Crisis

HOUSING-ENABLING INFRASTRUCTURE

Unlocking Housing Potential: The Critical Role of Housing-Enabling Infrastructure

Housing-enabling infrastructure is essential for unlocking housing opportunities. It focuses on expanding and improving key systems and assets, such as transit, stormwater, and roads, which support residential development.

By strengthening this infrastructure, communities can accommodate growth and ensure there is enough capacity to build more homes, ultimately making housing more accessible and affordable.

The City of Mississauga is eager to collaborate with the Government of Ontario to accelerate housing development and build a thriving, prosperous city for all.

Moving More People: Alignment Confirmation for the Hazel McCallion Line Extension (Downtown Loop)

REQUEST: We are requesting that the provincial government and Metrolinx provide a funding and alignment confirmation for the Hazel McCallion Line Extension in Downtown Mississauga. It would unlock the ability for enhanced rapid transit service and connections within the Downtown and beyond to the regional network. This critical piece of infrastructure supports our housing targets as the area population is expected to more than double to 71,000 people from 34,000 in the next 30 years as towers continue to rise.

About the Hazel McCallion Line

The Hazel McCallion Line is a transformational light rail transit project under construction along Hurontario Street in Mississauga and Brampton. It goes through two urban growth centres and connects to major transit systems, including MiWay, GO Transit and Brampton Transit. Named after former Mayor of Mississauga, it is one of the largest infrastructure projects in Ontario.

Commuter Benefits

- Adding more service.
- Creating more reliable transit services for the urban hub.
- Moving more people.
- Improving quality of life for commuter with more direct access.
- Reducing road congestion.
- Lowering carbon emissions.
- Providing further connections in the Downtown and further across the Greater Toronto and Hamilton Area.

Economic Benefits

- More service capacity for residents and workers.
- Unlocking economic and regional development within the Downtown.
- Supporting local businesses.
- Developing mobility hubs.
- Helping retain and attract residents, businesses and tourists.

Collaborative Partnership Between the City of Mississauga and the Government of Ontario Leads to Better Outcomes for Residents

- Supporting transit-oriented development.
- Greater regional mobility.
- Increasing economic opportunities.
- Expanding provincial and municipal transit goals.
- Supporting regional economic development.
- Improving sustainable transportation strategies.

“The extension of the Hazel McCallion LRT and Milton GO rail corridor are essential next steps in our mission to get commuters where they need to go, when they need to be there.”

The Hon. Prabmeet Sarkaria,
Minister of Transportation,
Government of Ontario



The Mississauga City Centre stop of the Hazel McCallion Line provides key connections to MiWay and GO Transit through the city and the GTHA.
Image: Metrolinx

Transit Expansion: All-Day, Two-Way GO Service – Milton GO Rail Corridor

REQUEST: We are urging the provincial government to establish a clear timeline for implementing all-day, two-way GO service on the Milton GO Rail corridor, projected to serve up to 94,000 passengers by 2041. Immediate funding is critical to upgrade corridor infrastructure, increase train capacity, and resolve conflicts with freight traffic. This project must be prioritized and fast-tracked as it is essential for regional transit improvement and economic development. We're also requesting to receive regular and transparent updates on the progress of the project to ensure communities stay informed and engaged.

About Milton GO Rail Corridor

The GO train system is the backbone of transportation across the Greater Toronto Area, moving millions of people daily and supporting the region's economic and social infrastructure as well as housing. The Milton GO Rail corridor represents one of GO Transit's busiest corridors after the Lakeshore line. While Mississauga is thankful for the additional rush hour train trips that have been added to this corridor in recent years, the reality remains that the trains do not operate in both directions, all day. This line's importance will continue to grow as future connections are planned at Cooksville GO with the Hazel McCallion Line LRT and Mississauga's downtown, as well as to the rapidly

growing Meadowvale Business Park area. This critical gap in service creates travel challenges for residents and impacts Mississauga's local economy. Despite a 2031 date for two-way all-day GO train service communicated by the Government of Ontario, a direct timeline for the service has not been confirmed.

We are thankful for the government's commitment to this project, but have received few details. While Mississauga does not own the infrastructure, the City has a critical stake in seeing this project expedited. It has been a top advocacy priority for decades and is key to transforming local and regional travel patterns, significantly boosting capacity and connectivity for residents and businesses, especially those in the Meadowvale business park.

“Peel is one of Canada's fastest-growing regions. Our government will continue to invest historic amounts in connected transportation there – and across the province – so that Ontarians can spend less time commuting and more time at home, doing what matters most to them.”

The Hon. Prabmeet Sarkaria,
Ontario Minister of Transportation

By 2041, the Milton corridor is expected to have up to 94,000 daily riders.



An image depicting a map of the all-day, two-way Milton GO line.
Image: City of Mississauga

Commuter Benefits

- Lowering carbon emissions.
- Improving quality of life for commuters with direct access.
- Reducing traffic congestion.
- Providing cost savings with affordable fare options and elimination of paying parking fees.
- Increasing access to employment hubs and larger transit connections.
- Encouraging urban growth and development in communities around transit hub stations.
- More frequent service.
- Less crowding on key routes.
- Improved service reliability for customers.

Economic Benefits

- Serving Ontario's second-largest economic center.
- Moving more commuters around southern Ontario.
- Supporting approximately 8,000 businesses.
- Supporting more than 143,000 jobs.
- Boosting regional economic connectivity and growth.

Collaborative Partnership Between the City of Mississauga and the Government of Ontario Leads to Better Outcomes for Residents

- Enhancing regional mobility.
- Increasing economic opportunities.
- Supporting transit-oriented development.
- Expanding provincial transit goals.
- Supporting regional economic development.
- Improving sustainable transportation strategies.

“The Canadian head office for Novo Nordisk is located in Mississauga, in one of Canada's largest life sciences sector hubs. We support the expansion of the City of Mississauga's All-Day, Two-Way GO Service to support our ability to attract and retain a talented workforce and promote environmental sustainability through reducing vehicle emissions.”

Béatrice Clerc, former President, Novo Nordisk Canada Inc.



Cooksville GO Station in Mississauga.
Photo Credit: Metrolinx

Investing in Sustainable Public Transit: Building New Transit Facility

REQUEST: We are requesting \$500 million to construct a new transit facility to support the expansion of transit in Mississauga. This investment is crucial for increasing housing availability in our community and achieving the Government of Ontario's target of 120,000 new homes over the next 10 years.

About the Transit Facility

Traffic and congestion are already at high levels in Mississauga, and as the City works to meet the province's housing targets, investing in transit service and capacity will be crucial. In 2022, Ontario's public transit system was operated by 106 municipal transit agencies and two provincial transit agencies, however, municipal transit agencies continue to serve more passengers than their provincial counterparts. Demand for public transit is high, with ridership surpassing 2019 levels by more than 10%, and nearly 25,000 residents relying on transit daily to commute to work. According to the Financial Accountability Office of Ontario, municipal and provincial transit agencies

facilitated 590.9 million passenger trips in 2022, of which municipal transit agencies accounted for 556.0 million (94.1 %) of total ridership, while the remaining 34.9 million trips (5.9 %) were recorded by provincial transit agencies. To meet this growing demand, MiWay needs to expand its fleet, which requires a new transit garage. The cost however, to building a new facility to accommodate a zero-emission fleet is substantial and exceeds the City's current budgetary capacity.

The Government of Ontario plays a critical role in helping to fund the transit system to support our ability to operate, maintain and grow the Mississauga's transit infrastructure – including the need for a transit facility.

“While municipalities have expanded their bus fleets with federal capital funding, they do not have the operating funding they need to actually put those bigger fleets into service.”

Canadian Urban
Transit Association (CUTA)



MiWay bus driving towards Central Parkway station in Mississauga.
Photo: City of Mississauga

MiWay's Bus Fleet

MiWay's existing bus fleet of approximately 500 vehicles is housed at its two existing facilities (Central Parkway and Malton), which have both reached full capacity severely limiting future fleet growth. Bringing more buses online, will require more space to house and service them. As MiWay brings on more zero emissions buses, it will need the right space to house and repair them. Details of the new transit storage facility still need to be determined; however, preliminary conceptual designs indicate the potential to house between 170 and 280 forty-foot buses at this site with an estimated capital cost more than \$500 million.

Commuter Benefits

- Increasing the fleet means more buses on the road to move more people around Mississauga and to other major transit station areas around the GTA.
- Reducing traffic congestion.
- Increasing fleet safety and maintenance, inspections and operational readiness for buses.
- Lowering green house gas emissions.

Economic Benefits

- Moving more commuters around southern Ontario.
- Boosting economic connectivity and growth.
- Reducing climate change impacts on the community.
- Reducing maintenance costs.
- Increasing property values and development opportunities.
- Creating access to larger, more diverse talent for employers.

Collaborative Partnership Between the City of Mississauga and the Government of Ontario Leads to Better Outcomes for Residents

- Enhancing regional mobility.
- Increasing economic opportunities.
- Supporting transit-oriented development.
- Expanding provincial transit goals.
- Supporting regional economic development.
- Providing sustainable transportation strategies.

“Of the province’s 106 municipal transit agencies, MiWay in Mississauga is the third largest, with 35.7 million trips and a service area population of 0.8 million.”

2022 Report of Financial Accountability Office in Ontario



MiWay commuter in a wheelchair entering bus in Mississauga.
Photo: City of Mississauga

Improving Transit Infrastructure and Connectivity: Extension of the Dundas BRT

Request: We are requesting that the provincial government allocate \$2 million in funding for the development of a business case and further studies for the Dundas BRT Mississauga West. This area is projected to accommodate 9% (808,000) of the GTHA's population growth by 2041. The funding will also be used to explore options to create direct links to the University of Toronto Mississauga campus and enhance connectivity between Kipling Station and the Mississauga east segment of the regional transit system.

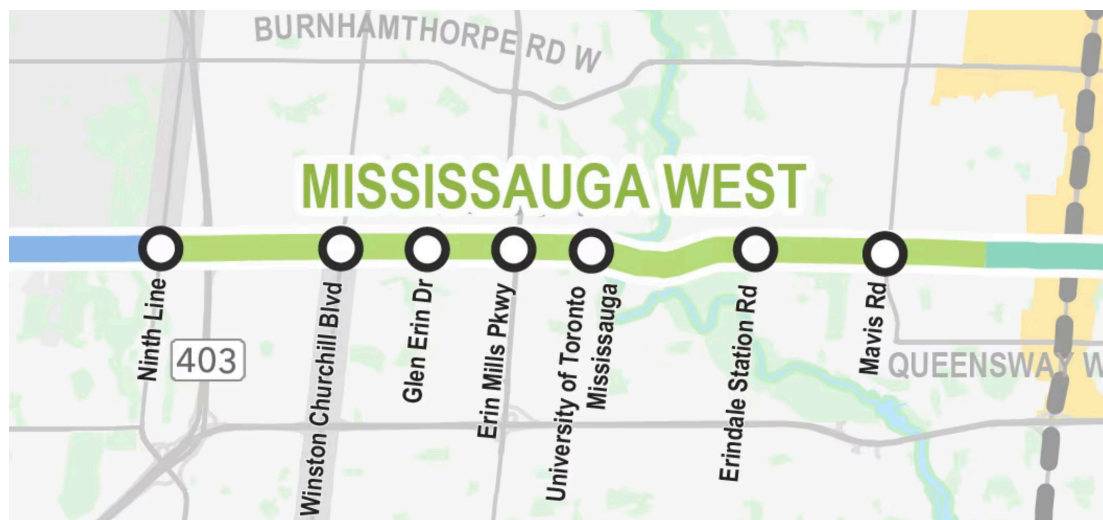
About the Dundas BRT

The City of Mississauga, in partnership with Metrolinx, is advancing the planning of the Dundas Bus Rapid Transit (BRT) project. This proposed 48-kilometre BRT route will provide fast, frequent service along Dundas Street, spanning from Highway 6 in Hamilton to the Kipling Transit Hub in Toronto, connecting the City

Centres of Etobicoke and Mississauga. More than 20 kilometres of the route will operate in dedicated bus lanes or exclusive right-of-way, separated from general traffic, ensuring faster and more reliable transit options. The project is expected to continue to serve high ridership, including significant usage to and from the University of Toronto Mississauga campus.

“By 2041, 6% of all employment in the GTHA and 8% of the region's total population will be living along the Dundas Corridor. It will also contain 9% (808,000) of all population growth and 6% of employment growth across the GTHA.”

Metrolinx



The proposed alignment and stop locations for the Dundas BRT Mississauga West segment.
Image: Metrolinx

In addition, the City is currently working on connecting the Hazel McCallion Line LRT to its eastern border with Toronto. To maximize the system's potential, it's crucial to begin design and business case analysis for two key segments:

- The connection between Kipling Station in Toronto and the current BRT section.
- The corridor from Confederation Parkway to the University of Toronto Mississauga campus.

These projects are critical to advancing regional transit connectivity and will require both provincial funding and support. While we understand that Metrolinx has indicated that additional studies and business cases for these segments are not currently prioritized, we believe that securing attention and resources for these initiatives would greatly enhance the full potential of the BRT system and its benefits for the region.

We request that the province will consider these projects as a key part of the broader vision for improving transit infrastructure and connectivity across the area.

Commuter Benefits

- Strengthening our east to west connections.
- Reducing travel times for approximately 30,000 new daily riders.
- Increasing and creating a more reliable transit service.
- Lowering carbon emissions.
- Connecting communities.
- Reducing gridlock.
- Providing easy connections across the Greater Toronto and Hamilton Area (GTHA).

Economic Benefits

- Supporting local businesses.
- Developing mobility hubs.
- Unlocking economic and regional development along the corridor.
- Helping retain and attract residents, tourists, and businesses.
- Revitalizing, redeveloping, and reshaping the corridor.
- Participating in a broader transit strategy supporting Toronto, Mississauga, Oakville, Burlington and Hamilton.

Collaboration Between the City of Mississauga and the Government of Ontario Leads to Better Outcomes for Residents

- Improving regional connectivity across southern Ontario.
- Investing in an integrated transportation infrastructure network that enables economic prosperity and future sustainability (Province's Transit plan).

“Our government is saying ‘yes’ to building the roads, highways and public transit needed to unlock our full economic potential and keep our province moving forward. As we attract more skilled workers to Ontario, we need to build more roads and highways to keep up with population growth.”

The Hon. Doug Ford,
Premier of Ontario



The Dundas BRT transit corridor will stretch 48km along Dundas Street, linking Mississauga, Hamilton & Etobicoke.
Image: City of Mississauga

Flood-Resilient Futures: Investing in Integrated Disaster Mitigation

REQUEST: We are requesting that the provincial government expedite approval of Mississauga's applications to the Housing Enabling Water Systems Fund and the Housing Enabling Core Services Stream. Swift action is essential to support our housing development initiatives and meet urgent community needs.

About Disaster Mitigation and Housing Enabling Funding

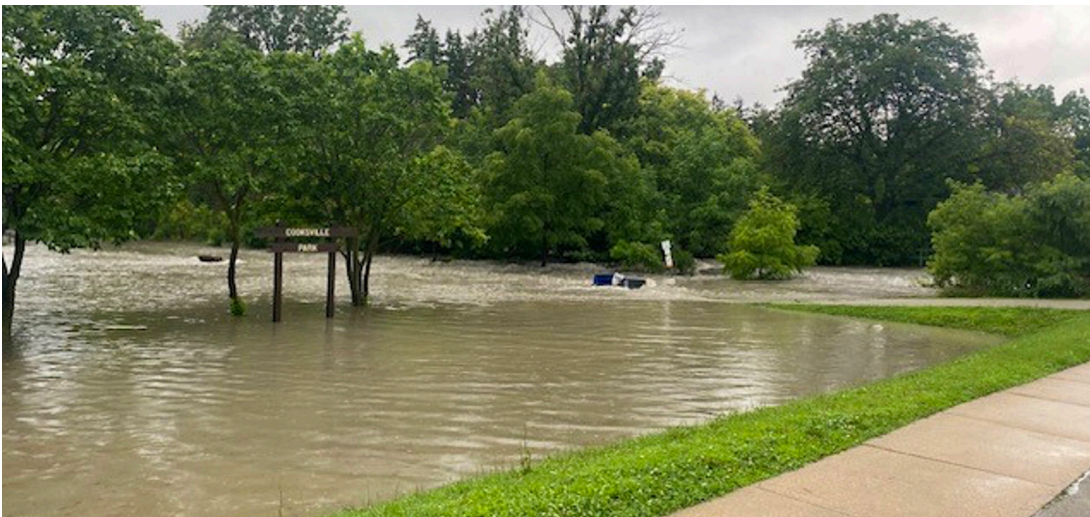
In July and August 2024, parts of Mississauga experienced historic and catastrophic flooding, due to record-breaking rainfall. While the City's current infrastructure helped reduce damage, the increasing number and intensity of these storms are challenging these systems. The City is investing in upgrading its infrastructure, including the stormwater system, to protect property, ensure public safety and make Mississauga more resilient to climate change.

The City, however, cannot do it alone. Mississauga requires support from the provincial government to continue to build housing and the necessary infrastructure to support it.

The Insurance Bureau of Canada (IBC) found that severe weather resulted in more than \$3.1 billion in insured damage across Canada in 2023. According to the report, Mississauga is one of the most flood-prone cities in Ontario. It highlights cities like Mississauga, with dense populations, extensive infrastructure, and growing urbanization face heightened flood risks and are increasingly vulnerable to such events.

A report that evaluates cities on a scale from one to five ranked Mississauga ahead of Toronto at 4.4 out of 5 on a list of Ontario's most flood-prone areas.

Insurance Bureau of Canada



Cooksville Park in Mississauga flooded.
Photo: City of Mississauga

Housing-Enabling Water Systems Fund

The City is thankful for the funding provided to the Region of Peel in 2024 through the provincial Housing-Enabling Water Systems Fund (HEWSF). However, pressure on the City's budget to maintain existing and build new infrastructure continues to mount and additional support from the federal and provincial governments is necessary. The City has recently submitted two applications to the provincial government for further investments from the Housing-Enabling Water Systems Fund (HEWSF) that if approved, would greatly benefit the City's long-term growth and sustainability.

These additional investments will help address the increasing demands on our infrastructure, support the development of affordable housing, and ensure that essential water systems are equipped to handle future population growth. However, these investments cannot happen without the support of both provincial and federal governments. It is crucial that all levels of government continue to work together with the City of Mississauga to effectively meet the needs of our communities.

About Dixie-Dundas Flood Mitigation (HEWSF)

The City has submitted an application under the Housing Enabling Water Systems Fund through the Government of Ontario, requesting \$31 million, which covers 73% of the total eligible project costs, to address severe flooding issues in our community. The Dixie-Dundas Flood Mitigation Project will enhance the resiliency of the City's stormwater system, protecting more than 1,000 properties currently at risk of flooding due to the overflow of Little Etobicoke Creek at Queen Frederica. This project will help safeguard the Dixie-Dundas and Applewood communities and unlock land for the development of 6,300 new housing units in a critical growth node located at the Dixie GO Major Transit Station Area.

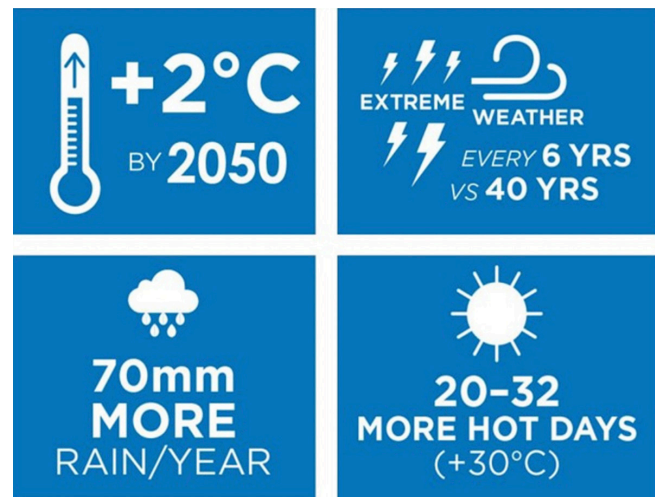
The City's Climate Action Plan provides data that shows by 2050 severe weather events such as heavy rainfall will occur every six years instead of every 40 years. Changes in precipitation will cause more frequent and severe rainfall, leading to community level flooding.

“Our government has been making significant investments in housing-enabling infrastructure so that as interest rates start to come down, municipalities have enough serviced land to build the family-sized homes their communities need. Through our \$3-billion plan to get water and wastewater infrastructure in the ground, we are untangling a mess created by the previous government and getting more homes built faster.”

The Hon. Paul Calandra, Minister of Municipal Affairs and Housing, Government of Ontario



A floodplain map Dixie-Dundas area of Mississauga.
Photo: Toronto and Region Conservation Authority



City of Mississauga's climate projections for 2025 (2010 Baseline).
Photo: City of Mississauga

About the Ninth Line Road Widening – Eglinton Avenue West to Derry Road West (HECS)

This project is vital for improving transportation infrastructure to support our growing population. The City has applied for the maximum permitted funding of \$20 million through the *Municipal Housing Infrastructure Program – Housing-Enabling Core Servicing Stream (MHIP-HECS)*. The City's application requested the maximum amount permitted, which represents 35% of the total eligible project costs. This funding is crucial to ensure the project moves forward without delay and effectively addresses both current and future transportation needs.

Resident Benefits

- Improving critical public safety needs.
- Ensuring neighbourhoods are more resilient to climate change.
- Increasing preparedness and response.
- Reducing disaster risk.
- Preventing flooding on public and private property.
- Protecting people and property from the effects of flooding.
- Protecting of watersheds, rivers and lakes.
- Continuing to strengthen land-use planning.

Economic Benefits

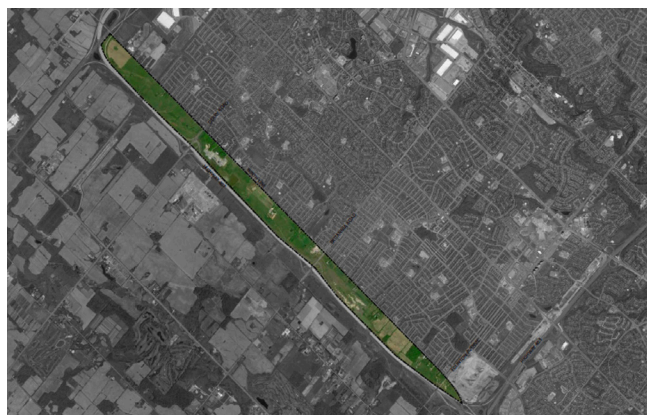
- Addressing climate change impacts and increasing infrastructure resilience.
- Improving flood protection to ensure business continuity.
- Stimulating economic growth as modernized and expanded infrastructure will attract businesses and stimulate job creation.
- Reducing carbon emissions
- Sustainability with investments being made to address infrastructure challenges before they become too severe, preventing future costly disruptions and inefficiencies by outdated systems.

Collaborative Partnership Between the City of Mississauga and the Government of Ontario Leads to Better Outcomes for Residents

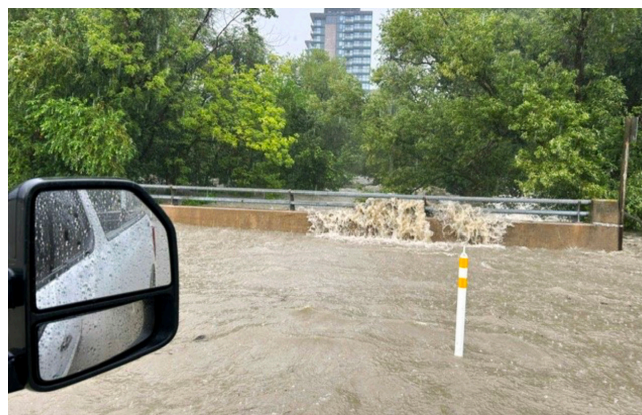
- Flood mitigation supports the Dundas Connects Master Plan and the Stormwater Master Plan allowing for future development and intensification in the area.
- Proper flood mitigation supports the Protecting people and property: Ontario's flooding strategy.

“Water, sewer and stormwater infrastructure are the most critical infrastructure assets necessary in the residential construction process. This is the first step in building new residential developments, so without these assets being built, homes can’t get built.”

Patrick McManus Executive Director, The Ontario Sewer and Watermain Construction Association



Overhead image of the Ninth Line Road Widening.
Photo: City of Mississauga



Flood water pouring onto a major roadway in Mississauga.
Photo: City of Mississauga

AFFORDABILITY

Keeping Our City Affordable: A New Deal for Mississauga

Mississauga residents deserve affordable homes, better transit, connected communities and continued economic growth. To achieve this, the province must strike a new deal with Mississauga that supports the city's needs, just as it has with Toronto and Ottawa.

At the Association of Municipalities of Ontario Conference in August 2023, Premier Doug Ford and the provincial government committed to making municipalities whole. More recently, they did this by providing Toronto with \$1.2 billion over three years to support its Eglinton Crosstown and Finch West LRTs, and similarly supporting Ottawa's transit initiatives. While Mississauga, Ontario's second-largest economy, faces similar challenges and opportunities, it has yet to receive comparable support.

A new funding deal for Mississauga ensures the City thrives – helping to boost affordability, foster economic resilience, and improve the quality of life for Mississauga residents.

Getting Housing Built Quickly: Addressing the Housing Supply and Affordability Crisis in Mississauga

REQUEST: Collaborate with the City of Mississauga to address the housing crisis. The housing supply and affordability crisis demands a unified effort from all levels of government and stakeholders. The City of Mississauga, in partnership with over 30 experts from Ontario's leading private and not-for-profit housing developers, has developed actionable solutions. Now, we need the provincial and federal governments to take decisive steps to implement these recommendations. This collaboration will drive the change necessary to overcome existing barriers, streamline housing approvals, and accelerate the development of affordable and sustainable homes. The detailed recommendations outlined in this document represent a roadmap to success—one that will ensure Mississauga meets its housing targets and sets a precedent for addressing housing challenges across Ontario.

About Mississauga's Housing Supply and Affordability Crisis

In July 2024, Mississauga's Mayor's Housing Task Force was created to help the City continue its efforts to streamline housing approval processes. The task force was designed as a forum to discuss obstacles, find solutions to the housing supply and affordability crisis in Mississauga and identified areas for partnership.

The Mayor's Housing Task Force (MHTF) complements the City's 2023 Housing Action Plan. The Mayor's Housing Task Force included four priorities and 30 actions, these recommendations will help guide Mississauga's future efforts on housing. In fact, the City has already started to take action in important ways.

“When it comes to building at least 1.5 million new homes by 2031, we need all hands-on deck. Our government will continue to take action and work closely with our partners at all levels of government to implement our ambitious plan to build more homes people can afford.”

The Hon. Paul Calandra, Minister of Municipal Affairs and Housing, Government of Ontario



Mississauga needs more housing options for families, older adults, students and others who want to live in the city.
Photo: City of Mississauga

The four priorities can be found here:

1. Reform development charges, taxes and fees to help lower housing costs 95% of new homes built in Canada are built by the private sector. The Task Force is recommending 14 actions to help balance demand and incentivize more affordable housing developments.
2. Update building and design standards to help boost supply and make building more affordable In a housing crisis, the aim of guidelines and standards must be to help – not hinder – good city-building. The Task Force is recommending 7 actions that will help create efficiencies across the industry to increase supply.
3. Transform zoning to unlock more housing Zoning reform provides certainty for developers and can help streamline the development application process. The Task Force is recommending 5 actions that will support Mississauga's transformation into a dynamic urban city.
4. Create sustainable programs and funding that will mobilize industry to help meet the demand for affordable housing The private sector can – and is willing – to play a significant role in helping to build affordable housing. The Task Force is recommending 4 actions to help develop a sustainable, long-term funding program for affordable housing.

Nearly half (45%) of Canadians reported being very concerned about their ability to afford housing due to rising costs.

Statistics Canada

More than 80,000 Ontarians were known to be homeless in 2024, a number that has grown by more than 25 per cent since 2022.

Association of Municipalities of Ontario

What the Provincial Government can do:

- Fund water, wastewater, and transit development charges.
Why this matters: Provincial funding would alleviate financial pressures on municipalities, enabling them to support critical infrastructure without passing costs onto developers or homebuyers. This approach reduces overall project costs, accelerates housing delivery, and ensures that essential services are in place to support sustainable growing communities.
- Establish a First-Time Homebuyer Rebate: Introduce a rebate program that directly offsets the cost of development charges (DCs) for first-time homebuyers.
Why this matters: Development charges represent a significant cost barrier for prospective buyers. Reducing this expense supports homeownership accessibility while fostering demand for new housing.
- Waive HST or increase HST maximum rebate amount (provincial share) on homes for first-time homebuyers
- Increase Land Transfer Tax first-time buyer thresholds: As an immediate step the province should increase the first-time buyer thresholds so they better reflect current prices. The province should also look at broader reforms to the tax to help new homebuyers and younger residents.
Why this matters: This change addresses affordability challenges and promotes equitable access to housing.
- Broader Reform of Community Benefit Charges and land transaction taxes: As a way to provide a partial alternative to development charges, the province could explore providing municipalities the ability to apply a land value uplift charge on land sales over a certain value. This could replace community benefit charges and a portion of development charges. By doing so, the seller of land would be taxed for the land value increase rather than the developer creating the housing. The revenue could be dedicated to pay for growth-related infrastructure as having these services in place is a key factor in land value.
Why this matters: This change would be more economically efficient and incent housing creation, reduce land speculation, and lower land costs.

- Standardize accessibility and green standards across Ontario:
 - Accessibility design guidelines: Harmonize accessibility requirements across jurisdictions to ensure a clear and cohesive framework. This should extend beyond the AODA to include interior spaces governed by the Ontario Building Code.
 - Green standards: Introduce consistent, province-wide green building standards to eliminate the patchwork of regulations currently faced by developers.

Why this matters: Standardized regulations reduce complexity and compliance costs for developers, streamline design processes, and ensure equitable and sustainable development across the province.

- Streamline the Ministry of the Environment, Conservation and Parks (MECP) role in the building permit process: Adopt a streamlined and concurrent approval process for environmental requirements, such as Records of Site Condition and risk assessments.

Why This Matters: Faster approvals from the MECP enable municipalities to issue building permits more efficiently, reducing delays and accelerating housing delivery.

- Expand the federal and provincial government's role as a housing supplier: Increase the government's role in directly funding and providing land for housing to ensure long-term affordability and stability within the housing market. The provincial and federal governments should take a leading role in funding housing services and incentivizing development by:
 - Implementing a long-term housing development & affordability strategy: Establish consistent, decade-long programs that create certainty for private developers to include affordable and rental housing in their business models (ex. % of GDP).

Why This Matters: A stable, long-term strategy from senior governments provides financial certainty, encourages sustained developer participation, and ensures affordability objectives are integrated into housing development plans. A stronger government presence in housing provision creates a reliable supply of affordable units, reduces dependency on market fluctuations, and addresses systemic gaps in housing availability. This approach promotes equity and long-term solutions to the housing crisis.

- Strengthen landlord rights to promote rental housing supply: Recent provincial measures to balance tenant and landlord rights – such as increased fines under the Residential Tenancies Act (RTA), enhanced tenant rights, and investments in the Landlord and Tenant Board (LTB) – are a step in the right direction. However, further action is needed to ensure landlords and housing providers can confidently invest in and maintain rental housing. Proposed actions:
 - Ensure faster dispute resolutions at the LTB: Expand funding and operational capacity to reduce case backlogs and deliver swift resolutions to disputes, protecting landlords from prolonged financial strain.
 - Establish clear recourse for dealing with problematic tenants: Introduce streamlined processes for addressing issues such as unpaid rent, property damage, and lease violations to provide landlords with fair and timely remedies.
 - Encourage compliance while mitigating risks of an unregulated market: Strengthen enforcement mechanisms against both tenants and landlords who operate outside the formal rental system, thereby reducing risks associated with unregulated markets.

Why This Matters: Strengthening landlord protections reduces risks for housing providers, encourages more investment in rental housing, and accelerates the availability of regulated, high-quality rental units. Without adequate recourse, the market risks losing landlords to informal and unregulated systems, ultimately limiting housing supply and tenant security

- Strengthen the Region of Peel's housing service delivery framework: Enhance the Region's capacity to facilitate affordable housing by focusing on the following priorities:
 - Establish trusted organizations: Create entities akin to Toronto Community Housing to provide project certainty, clarity, and shared accountability for developers.
 - Expedited approval streams: Implement dedicated fast-track approval processes for affordable housing, including site plan and permitting reviews.
 - Support non-profit pathways: Develop robust programs for non-profit housing organizations, incorporating affordable ownership and equity-based models to accelerate project delivery.

Why This Matters: Streamlining service delivery and fostering collaboration with trusted partners ensures predictability for developers and enables non-profit organizations to contribute significantly to affordable housing supply.

- Provide funding for Inclusionary Zoning and affordable units: Critically review the feasibility model in today's economic climate and reconsider the rates or the allocation of dedicated funding to support Inclusionary Zoning policies in the construction of newly built affordable housing units.

Why This Matters: Inclusionary Zoning is challenging to operationalize for developers and municipalities. To encourage greater adoption a critical review of feasibility or funding model for affordable units may support offsetting the financial carrying costs to developers and impact to new homeowners.

While the City of Mississauga is committed to doing whatever we can to help get more housing built, there are certain barriers identified by the Task Force that are beyond the City's control. These barriers include:

- Provincial and Federal support need for first-time homebuyers.
- Making more land available for development near provincial highways
- External utility providers and provincial agencies review processes

Resident Benefits

- Increasing homeownership accessibility while fostering demand for new housing.
- Promoting equitable access to housing.
- Providing solutions for how to deliver more housing quickly.
- Identifying opportunities to streamline development application and building permit approval processes.
- Providing incentives to purchase homes in Mississauga. Nearly half (45%) of Canadians reported being very concerned about their ability to afford housing due to rising costs. 90% of homeless shelters in Canada are in Ontario, British Columbia, Quebec, and Alberta, and 44% of them are in Ontario alone.

Economic Benefits

- Provincial funding would alleviate financial pressures on the City, enabling it to support critical infrastructure without passing costs onto homebuyers, developers or industry partners.
- Accelerating housing delivery.
- Ensuring essential services are in place to support sustainable growing communities.
- Increasing economic efficiency.
- Incentivizing housing creation.
- Reducing land speculation.
- Lowering land costs.

Collaboration Between the City of Mississauga and the Government of Ontario Leads to Better Returns in Economic Growth for Ontario

- Ensures alignment in meeting Ontario's ambitious housing targets, accelerating the construction of 1.5 million homes by 2031 and promoting economic growth.
- Streamlining funding and infrastructure development, ensures that resources are effectively used to support critical projects without duplicating efforts, reducing costs, and increasing economic efficiency.
- Harmonization of regulations and processes, reduces delays in approvals and construction timelines, leading to quicker housing delivery and more immediate economic returns.
- Creating clear, consistent policies and standards encourages developers to invest in housing projects, leading to increased private sector involvement, job creation, and economic stimulation.
- A more predictable housing environment, reduces economic volatility caused by housing market instability, supporting overall economic health in Ontario.
- Successful housing initiatives lead to thriving, diverse communities that attract both businesses and residents, which in turn stimulates the local economy through job creation, increased tax revenue, and business development.

New Deal for Mississauga: Responsible Funding for Third Largest Municipality in Ontario

REQUEST: We are requesting the provincial government prioritize and sign a new funding deal with the City of Mississauga. This agreement must ensure financial support for the operation of the Hazel McCallion Line LRT for its first three years of service. In addition, we are requesting funds for other key projects on the City's capital list, including Lakeshore Higher Order Transit, Dundas Bus Rapid Transit, and the new Transit Storage Facility, to support long-term infrastructure growth and regional development.

About a New Deal for Mississauga

The City is asking the province to provide equitable transit funding, recognizing Mississauga's status as a major economic hub and one of the largest and most important economic centers in both Ontario and Canada.

In late 2023 and early 2024, the provincial government struck new funding deals with Toronto and Ottawa, providing each city with operating and capital funding for transit projects. In Toronto, the province provided \$1.2 billion to the city over three years to operate the Eglinton Crosstown and Finch West LRTs. In Ottawa, they committed over \$197 million for operating costs, including \$48 million for increased safety on public transit. In both cases, the province recognized the

significant operating pressures faced by these cities and determined that provincial support was needed.

In the Government of Ontario's October 30, 2024, Fall Economic Statement, the new deals with Ottawa and Toronto were justified because these cities are "unique economic engines in the provincial and national economies that face pressures and challenges that require additional support from all levels of government." As the province's second largest urban economy, Mississauga is also a unique economic engine for the province and the country with a 2023 annual economic GDP output of \$60.9 billion. As a net importer of 496,174 jobs and 107,807 registered businesses we are an economic powerhouse in our own right and should be afforded the same considerations as Toronto and Ottawa.

"The City's growth over the past few decades has seen it emerge from the shadows of Toronto, no longer just a bedroom community to the province's capital. The City is now its own thriving community – an important contributor to Ontario's economy. I think there is a bit of recognition here that Mississauga has achieved something substantial."

Zachary Spicer, Associate Professor,
School of Public Policy and Administration



Brickyard Park in Mississauga.
Photo: City of Mississauga

Resident Benefits

- Higher standard of living.
- Lower unemployment; more jobs available.
- Reducing economic borrowing.
- Greater efficiency.
- Access to more resources.
- Investments in transit, housing and infrastructure.

Collaboration Between the City of Mississauga and the Government of Ontario Leads to Better Returns in Economic Growth for Ontario

- Investing in important projects that focus on public transportation creating more jobs.
- Making the City appealing for tech companies and new businesses helping Ontario become a leader in innovation.

Economic Benefits

- Mississauga is Canada's seventh-largest city and the Ontario's second largest economy.
- Home to more than 100,000 businesses.
- Home to more than 1,400 multi-national companies and 77 Fortune 500 companies.
- Boasts a GDP of \$60.9 billion (2023) for the provincial and national economies.
- Home to 496,174 jobs.
- Home to Canada's largest airport – Toronto Pearson International Airport.
- Mississauga's been ranked as one of Canada's best locations for business and investment for eight years in a row.
- Mississauga's economic output is \$55 billion per year, or \$77,000 per person.
- The City has the second-largest Life Sciences cluster in Canada with more than 500 companies that employ 27,000 people.

“No matter where you live, you deserve access to transit that is fast, dependable, and affordable. Under the leadership of Premier Ford, our government will continue to invest in convenient transit solutions for eastern Ontario that will get families where they need to go.”

Ric Bresee, Parliamentary Assistant to Ontario's Minister of Transportation, and Member of Provincial Parliament for Hastings – Lennox and Addington



An aerial view of downtown Mississauga.
Photo: City of Mississauga

Priority Provincial Funding: Fair Share for Region of Peel and Mississauga

REQUEST: We are requesting that the provincial government prioritize increased funding for Peel Region to address gaps identified by the Metamorphosis Network. This funding is essential to ensure fairness for property taxpayers and promote equitable regional development. Specifically, we seek \$86 million to cover the shortfall for core municipal services and an additional \$214 million for social services.

About a Fair Share for Region of Peel and the City of Mississauga

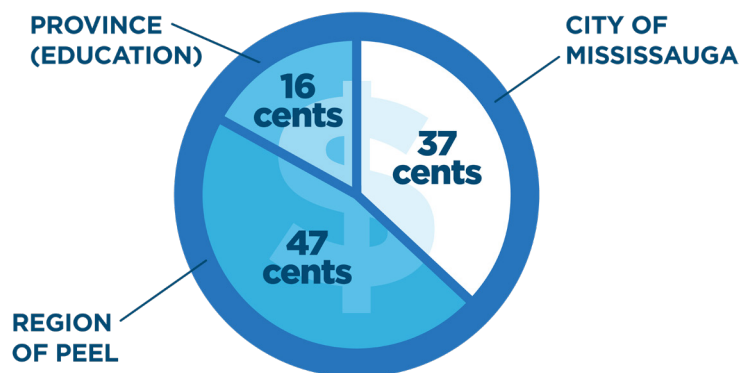
Peel Region faces a deficit of \$868 million annually, which translates to a \$578 per-person financial gap across Mississauga, Brampton, and Caledon. Residents in Peel Region, including those in the Mississauga, receive less in funding from the provincial government than people living in other Ontario cities, towns and regions across the province. When compared with its closest peers – the seven other municipalities in Ontario with populations more than 500,000: Toronto, Ottawa, Hamilton, York, Durham, Waterloo and Halton – funding in Peel is persistently low. This includes \$86 million less for core municipal services as well as \$214 million for social services.

Recent data shows municipalities have had to reallocate \$138 per person from the local property taxes each year to cover the provincial funding gap for essential services. This puts a considerable strain on tax bills for both the Region and Mississauga, leading to higher costs for taxpayers, even though these are provincial programs, services, and responsibilities.

The shortfall affects various municipal services including housing, childcare, schools, seniors care, and non-profit community services.

“More and more, municipal governments are being asked to take on new responsibilities as the level of government closest to the people. Municipalities are the only order of government where revenue does not grow with the economy.”

Association of Municipalities of Ontario



Percentage breakdown of property taxes in Mississauga, 2025 between the City, Region and Province.
Photo: 2025 Budget, City of Mississauga

How the Funding Gap Affects Residents

- Limited access to social services like housing, childcare, and healthcare.
- Overburdened community support programs with fewer resources.
- Lower quality of essential services such as mental health and senior care.
- Fewer opportunities for education and job training.
- Increased strain on non-profits and charities.
- Longer wait times for critical services.
- Higher pressure on emergency services like healthcare, police, and fire.

These service constraints underscore the urgent need for equitable provincial funding that reflects the City's growing population and diverse community needs.

Unsustainable Burden on Property Taxes

The combined property tax bills for the Region of Peel and the City of Mississauga mean that financial pressures on the Region directly impact the City. This funding gap places significant strain on Mississauga's budget, making it increasingly difficult to maintain a competitive property tax rate while continuing to deliver the high-quality programs and services that residents rely on.

Addressing this funding shortfall is crucial, and it is essential that the provincial government step in to provide support. The Premier's commitment to making municipalities whole must be upheld to ensure that cities like Mississauga can continue to thrive and meet the needs of our residents. Approximately one-third (37%) of every dollar collected in property taxes remains in Mississauga, funding essential services such as:

- Transit
- By-law enforcement
- Fire and emergency services
- Libraries
- Snow removal
- Recreation and culture
- Parks, trails and green spaces

Resident Benefits

- Reducing burden on property taxes.
- Enhancing infrastructure development and supporting the creation of 120,000 new homes.
- Funding better social services such as childcare, schools, and seniors care, as well as non-profit community services like mental health support and youth programs.

Economic Benefits

- Ensuring a better tax rate to ensure retention of businesses to the second largest economy in Ontario.
- Creating economic competitiveness allowing Mississauga to invest in enhancing its infrastructure and services making the city more competitive in attracting talent and business investment.
- Attracting skilled workers with improved public services and competitive or lower tax rates.
- Improving social service infrastructure leading to lower poverty rates, better supports for vulnerable populations and increased access to health care services.

Collaboration Between the City of Mississauga and the Government of Ontario Leads to Better Returns in Economic Growth for Ontario

- Addressing leads to improved services and economic growth.
- Aligning Mississauga's inclusive and sustainable economic development agenda with provincial initiatives ensures economic benefits are distributed equitably across Ontario.
- Continued collaboration between the city and province on infrastructure projects stimulating economic growth.
- Collaborating to meet aggressive provincial housing targets while updating necessary infrastructure working to drive economic activity.

Hospital Expansion: Local Share for Healthcare Infrastructure in Mississauga

REQUEST: We are requesting that the provincial government prioritize funding the \$450 million needed for new healthcare infrastructure in Mississauga from provincial revenues. This approach ensures Mississauga's contribution is fair and balanced, considering the substantial funding the province already receives through the Federal Health Transfer.

About Hospital Local Share

The demand for health care services provided by Trillium Health Partners is expected to increase by nearly seven times more than the average hospital in Ontario. On October 30, 2024, Council approved a resolution declining to provide the \$450 million local share for the Peter Gilgan Mississauga Hospital rebuild, part of the local share request from Trillium Health Partners. This project represents the largest healthcare infrastructure renewal in Canadian history and is critical to meeting the healthcare needs of the rapidly growing communities of Peel Region and West Toronto. However, the local share requested from Mississauga is 42% higher than the average amount approved by any other municipality in recent history. While the City of Mississauga fully supports the hospital project and recognizes the need for a regional hospital to serve over 1.7 million residents, healthcare is a provincial

responsibility, and the property tax base was not designed to fund such significant healthcare infrastructure.

Mississauga is already under substantial financial pressure, and this funding request would impose an undue burden on the City, far greater than what any other municipality has faced in similar circumstances. Meeting this request would require a special purpose tax levy along with the issuance and repayment of a 20-year debenture. This represents a significant financial hardship for the City and its residents, placing an extraordinary strain on local resources and the ability to fund other essential services. This situation highlights the pressing need for provincial and federal support to address such large-scale infrastructure investments, as the financial burden on Mississauga is disproportionately higher than that faced by other municipalities in Ontario.

“This is a hospital in Mississauga but it will serve not only the region but the GTA and the GTHA and the Province of Ontario. So to put this on Mississauga property tax base, on Mississauga taxpayers isn’t fair to our taxpayers and this is a provincial responsibility.”

Deputy Mayor and Ward 8 Councillor Matt Mahoney



Rendering of the Peter Gilgan Mississauga Hospital.
Photo: Trillium Health Partners

Investments from the Province Needed to Support the City of Mississauga for Healthcare Infrastructure

While hospitals are a provincial responsibility, the City of Mississauga is committed to working with the province to accommodate the healthcare needs of residents. Funding new hospitals through the property tax base is not the solution. Property taxes are meant to support municipal services like roads, parks, and community programs – not new large-scale provincial initiatives like hospitals. Asking residents to fund hospitals this way places an undue financial strain on local families, residents and businesses. Healthcare infrastructure is clearly within the province’s mandate, and relying on municipalities to shoulder these costs undermines that responsibility while setting a concerning precedent. Diverting property tax revenues to hospital funding limits the city’s ability to invest in other critical municipal priorities, impacting local services and infrastructure development. However, we believe that funding for new hospitals should not come from the property tax base.

Here’s why:

- Mississauga residents already contribute to provincial taxes, and the province receives substantial funding for healthcare through the Federal Health Transfer.
- Since 2005, this transfer has increased by 212%, while healthcare spending has only risen by 158%.
- The requested \$450 million is 42% higher than the average contribution expected from other municipalities in Ontario in recent years.
- As this is a policy of the Ministry of Health, rather than a legislative requirement, it is unreasonable for Mississauga to bear this financial burden.

The City of Mississauga is ready and willing to work with the province to ensure the needs of Mississauga residents are met; however, this responsibility should be fully supported by provincial funding.

Cost Pressures

If the City were forced to add a new hospital levy (which at 3% translates to a 1.2% tax impact on the residential tax bill), a property tax bill increase in Mississauga could rise to 8.4% or higher. Reducing this tax bill would mean significant cuts to other programs and services residents rely upon.

Resident Benefits

- Enhancing medical services.
- Better patient care.
- Modernizing hospital facilities and technology.
- Expanding emergency services.
- Upgrading to local infrastructure.
- Adding connected transit including the Hazel McCallion Line LRT.
- Improving access for patients and families.
- Reducing wait times.
- Increasing capacity.

Economic Benefits

- Expanding workforce by 2,400 health care professionals and 400 new doctors.
- Adding approximately 3,000 new construction workers to the local workforce at peak construction.
- Combining impact of health care and construction jobs to add additional \$1 billion for the local economy over 10 years, this includes \$145 million in property tax revenue generated over 10 years from hospital employees.
- Increasing Mississauga’s standing as a leading health innovation hub, attracting more businesses and research initiatives.

Collaboration Between the City of Mississauga and the Government of Ontario Leads to Better Returns in Economic Growth for Ontario

- Providing critical healthcare infrastructure ultimately benefiting the broader Ontario economy.
- Collaborative initiatives addressing challenges like housing affordability and sustainable transit will contribute to Ontario’s overall economic growth.
- Attracting healthcare providers, specialists, and researchers, bolstering the local and provincial economy.

GTAA PILT: Mississauga Seeks Fair and Balanced Approach to Airport Property Taxation

REQUEST: We are requesting that the provincial government not reinstate the 5% PILT cap. We are advocating for a formula based on the assessed value of the airport property, similar to how other properties are taxed. This would allow the PILT to better reflect the airport's actual growth and impact. We are urging the province to collaborate with us to create a new, equitable formula and permanently remove the 5% PILT cap, freeing Mississauga from arbitrary restrictions in the future.

About the GTAA PILT

The GTAA is the City's largest landowner who pays PILTs every year, based on a pay per passenger fee instead of property taxes. Since 2001, the Greater Toronto Airports Authority (GTAA) has paid a payment in lieu of taxes (PILT) to the City of Mississauga, based on passenger volume at Toronto Pearson International Airport, capped at 5% annual growth.

The City of Mississauga appreciates the province's decision to remove the 5% cap during the pandemic, which alleviated significant financial strain. However, the recent decision by the Minister of Finance to reinstate the cap, despite previous assurances in August 2024, is concerning. We urge the Government of Ontario to collaborate with Mississauga to establish a fairer formula and permanently abolish the 5% PILT cap, freeing us from arbitrary restrictions.

“In light of the historic population growth our country is experiencing, municipalities are struggling to fund these services under a 19th century revenue framework that was never designed for the realities of the 21st century.”

Federation of Canadian Municipalities



Aerial view of Toronto Pearson International Airport.
Photo: Greater Toronto Airports Authority

Between 2007 and 2021, the City has lost an estimated \$18.6 million in missed revenue from PILTs due to the 5% cap. We are committed to engaging in discussions to update the formula for the benefit of Mississauga residents and taxpayers and allow the City to receive the fair revenues it deserves.

Had the PILT rate increased with the City's tax rates, without an arbitrary cap, the cumulative payment from 2001 to 2021 would have been \$501 million more, with approximately \$75.5 million higher in 2021 alone. The current PILT formula is unfair and needs reassessment.

This reform is vital for Mississauga's financial stability and its ability to provide essential services. A fair PILT system will ensure that the GTAA contributes its share towards municipal costs while allowing Mississauga to benefit from the airport's growth and success.

Resident Benefits

- Mitigating the tax burden and preventing tax increases on residents and businesses by maintaining budget stability.
- Providing a predictable and fair stream of revenue for services.
- Investing in sustainable urban development projects around the airport.

Economic Benefits

- Preventing revenue shortfalls.
- Enabling long-term fiscal planning.
- Increasing revenue from PILTs would allow Mississauga to invest and enhance its municipal services, creating a more attractive environment for businesses and residents.

Collaboration between the City of Mississauga and the Government of Ontario Leads to Better Returns in Economic Growth for Ontario

- A fair PILT system would provide Mississauga with more resources to invest in infrastructure improvements around the airport, enhancing connectivity and supporting economic growth enabling long-term fiscal planning.
- Mississauga could better support the airport's growth, which could drive economic activity across the region.



Travellers at Toronto Pearson International Airport.
Photo: Greater Toronto Airports Authority

Urgent Action Needed: Addressing Mississauga's Food Insecurity Crisis

REQUEST: We are requesting that the provincial government prioritize funding to support local food banks in Mississauga and support the Groceries and Essentials Benefit brought forward by Food Banks Canada, aimed to help struggling households afford vital costs like food and shelter.

About Mississauga's Food Insecurity Crisis

Mississauga is experiencing an unprecedented food insecurity crisis, with the highest food bank usage in Ontario. More than 56,000 residents accessed food banks a staggering 421,000 times last year, marking a 58% increase from the previous year. Currently, approximately 175,000 residents live in poverty, and without intervention, it is projected that 100,000 people in the city will rely on food banks by 2027.

In response to this urgent situation, on November 13, 2024, Mississauga City Council declared food insecurity an emergency and urged both federal and provincial governments to do the same. The resolution called for increased investments in income and disability

support programs, as well as affordable housing and worker support initiatives, aimed at reducing reliance on food banks and addressing the root causes of food insecurity and poverty in the city.

Ontario food banks are struggling to meet unprecedented demand, with visits reaching an eight-year high in 2023-24. This year more than one million Ontarians visited food banks, a 25% increase from the previous year. This rise is attributed to factors like the cost of living, inadequate social support, and housing issues. Food banks are facing shortages, with many concerned about not having enough food or funding. Feed Ontario is calling on the provincial government to address poverty more effectively and to develop a new poverty reduction strategy.

“We have seen an almost 80% increase in food bank visits in the past year. However, despite our best efforts, we’ve only been able to grow revenue by 2% during that same time. The lack of provincial and federal funding for food banks and those facing food insecurity means that we continue to face an uphill battle as more of our neighbours fall further behind.”

Meghan Nicholls, CEO Food Banks Mississauga

56,267
Number of food bank visitors.



**1 in 13 residents in Mississauga
are using a food bank.**

Recent data from Food Banks of Mississauga presentation, November 2024.

The Government of Ontario must act to alleviate the burden on municipalities and food banks by investing in stronger social programs and poverty reduction policies. The growing strain on food banks highlights the urgent need for a comprehensive response to food insecurity.

Last year, the City of Mississauga saw the fastest increase in food bank usage in all of Ontario.

Resident Benefits

- Improved food security with more residents having reliable access to nutritious food.
- Better health outcomes for community.
- Stronger social programs can foster more inclusive and resilient communities.
- Reduced homelessness.

Economic Benefits

- Increased economic stability, providing more financial security and reducing reliance on social assistance.
- Enhanced workforce participation from vulnerable populations as food insecurity can often be a barrier to employment.
- By alleviating the food insecurity, there is greater access to resources.

Collaboration Between the City of Mississauga and the Government of Ontario Leads to Better Returns in Economic Growth for Ontario

- Addressing food insecurity leads to better health outcomes for residents, reduced healthcare costs and improved workforce productivity.
- Building a stronger workforce through better labour laws that benefit workers and enhanced worker support programs.



Volunteer at Food Banks Mississauga collecting food donations.
Photo: Food Banks of Mississauga

28%

of food bank visitors last year were children.

Recent data from Food Banks Mississauga presentation, May 2024.

CONCLUSION

The City of Mississauga is committed to advocating for the well-being of our residents and fostering sustainable community growth. This report highlights key priorities that aim to strengthen partnerships with the provincial government, tackle urgent challenges, and secure investments for long-term success.

Our advocacy efforts are focused on addressing housing support and affordability, with key projects such as the Dundas BRT extension, all-day two-way GO service on the Milton corridor, and a new transit facility to improve connectivity and promote transit-oriented development. Additionally, disaster mitigation funding, including the Dixie-Dundas Flood Mitigation Project, is essential for protecting our communities and unlocking new housing potential.

To support financial sustainability, we are working towards easing the property tax burden on residents. This includes advocating for a new deal for Mississauga, equitable and increased funding for Peel Region, removing the GTAA PILT cap, and securing provincial support for the Peter Gilgan Mississauga Hospital.

By addressing both immediate needs and planning for future growth, Mississauga – working in collaboration with all levels of government – aims to secure the necessary funding and policy changes to build a thriving, inclusive, and sustainable city for generations to come.

For more information visit

mississauga.ca or email us

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2025

PROVINCIAL

PRE-BUDGET

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