

2026

PROVINCIAL PRE-BUDGET SUBMISSION

Making More Possible for Mississauga



MISSISSAUGA

LETTER FROM THE MAYOR OF MISSISSAUGA



Premier Ford, Minister Bethlenfalvy, and the Mississauga MPP Caucus,

The City of Mississauga appreciates the opportunity to participate in the 2026 Provincial Pre-Budget submission process. Our plan advances Mississauga forward but also benefits surrounding Ontario municipalities and enhances the province's largest transit corridor.

I want to express my appreciation for the strong and robust partnership that our rapidly growing City shares with the Government of Ontario. We stand ready to work together to continue building a bright future for Ontarians, tackling challenges, driving innovation and ensuring dynamic and diverse communities.

Mississauga's priorities remain steadfast. We're committed to improving basic fairness for Mississauga property taxpayers, investing in infrastructure, addressing housing affordability, promoting sustainable growth, creating safer neighbourhoods, and ensuring that working families, seniors and students have access to reliable transit options. These priorities are essential to Ontario's plan for growth.

Our collaboration with the Province has secured many landmark achievements, including:

- A framework for transferring the responsibility of critical public works services from the Region of Peel to Mississauga: regional roads, waste disposal, and land-use planning through Bill 45.
- Securing more than \$2 billion in job creating investments since 2020, with \$872 million from Astra Zeneca, and \$533 million from Lee Li Holdings announced just in the last month.
- Significant infrastructure investments including the redevelopment of Cooksville GO Station, building or expanding five schools, and completing two new Long-Term Care homes with more than 600 beds.

We want to continue that momentum, and to accelerate it over the next year. We want to strengthen our partnership with you, to protect our prosperity, invest in our infrastructure, and co-operatively craft fair regional funding formulas that respect Mississauga taxpayers.

Our \$61 billion economy, the third largest of any Ontario city, has more than 500,000 workers and more than 24,000 businesses, including 75+ Fortune 500 companies with strong sectors: advanced manufacturing, technology, life sciences, logistics and financial services. Mississauga consistently attracts global investment and companies from across the world are choosing Mississauga as their home base in Canada.

We would also like to achieve the successes of Toronto and Ottawa that have benefitted from innovative new deals with the Province.

We want to continue contributing as a critical economic engine driving Ontario's long-term growth and competitiveness. It would help us continue building a world-class city. It would contribute to a higher quality of life for our residents, and ease anxieties about affordability, and the economy in general.

As Mayor, I have always believed Mississauga's strength lies in our people: families, newcomers, entrepreneurs, and workers – it is what makes our city vibrant and resilient. Our partnership with the Province has produced tangible results and I look forward to continuing to work with you to make investments in our City.

On behalf of our residents, businesses and Council, thank you for the many contributions you've made to Mississauga.

Sincerely,

Carolyn Parrish

MAYOR OF THE CITY OF MISSISSAUGA

SUMMARY:

MISSISSAUGA'S PRIORITIES

Building more homes, faster

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Implement the recommendations from the Mayor's Housing Task Force Report, including:

- Establish a new, stable and predictable revenue tool to municipalities that replaces the need for development charges related to water, wastewater and roads and high order transit
- Establish a First-Time Homebuyer Rebate for the Ontario Land Transfer Tax
- Increase Land Transfer Tax first-time buyer thresholds and pursue broader reforms
- Reform Community Benefit Charges and introduce land value uplift charges
- Standardize province-wide accessibility and green building standards
- Streamline Ministry of Environment Conservation and Parks approvals in building permit process
- Expand government's role as housing supplier with long-term strategy
- Create more certainty to boost rental supply
- Provide funding/support for Inclusionary Zoning

Investing in housing-enabling infrastructure

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- Complete the Downtown 'Loop' and fund the operation of the Hazel McCallion LRT
- Invest in MiWay infrastructure, including partnering on a new transit garage
- Commit to All-Day, Two-Way GO on the Milton Corridor
- Advance the Business Case for the Dundas Bus Rapid Transit (BRT)

Formulating financial fairness for Mississauga

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- Amend the Peel Regional Police funding formula
- Amend the Greater Toronto Airport Authority (GTAA) Payment-in-Lieu of Taxes (PILT) formula
- Invest in the Mississauga Valley and Cooksville Community Centres and Libraries

Addressing food insecurity

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- Provide financial support to food banks
- Strengthen social programs

Implement the recommendations of the Mayor's Housing Task Force Report

Implement the recommendations of the Mayor's Housing Task Force Report.

The Mayor's Housing Task Force brought local private and non-profit housing developers together to develop effective solutions to the housing supply and affordability crisis. Their recommendations focus on increasing housing starts, improving affordability, and reducing regulatory barriers – all to get more shovels in the ground, quicker.

Mississauga continues to act. Our latest Official Plan targets 370,000 new homes across the city by 2050, largely through densification and more mid-rise projects. Working with industry partners, we have made bold steps to encourage development, including reducing and waiving Development Charges, cutting red tape and streamlining the approval process, and incentivizing construction where we have the power to do so. Since 2021, our population has increased by roughly 60,000 residents to 780,000. We remain committed to enabling more housing supply.

We appreciate the province's focus and partnership on the housing file. However, there is more work to do. As a leader, Mississauga recommends the following provincial actions, based on the Mayor's Housing Task Force recommendations:

- **Establish a new, stable and predictable revenue tool to municipalities that replaces the need for development charges (DCs) related to water, wastewater and roads and high order transit:** This will alleviate municipal financial pressures, reduce costs passed to homebuyers, accelerate housing delivery, and support sustainable growth. The Province has the financial clout to do what cities cannot on their own.
- **Establish a First-Time Homebuyer Rebate for the Ontario Land Transfer Tax:** Offset significant cost barriers to improve affordability and stimulate demand for new housing.
- **Increase Land Transfer Tax first-time buyer thresholds and pursue broader reforms:** This will better align with current prices to address affordability.

Mississauga's Updated Official Plan



= 370k
Total new housing units by 2050

Source: City of Mississauga



Mississauga is working with industry partners to take bold steps to encourage development, cut red tape, and incentivize construction.
Photo: City of Mississauga

Implement the recommendations of the Mayor's Housing Task Force Report

(continued)

- **Reform Community Benefit Charges (CBCs) and introduce land value uplift charges:** Shift burden from developers to land sellers on high-value sales, replace portions of DCs/CBCs to improve economic efficiency, incentivize housing creation, reduce speculation, and lower land costs.
- **Standardize province-wide accessibility and green building standards:** This will harmonize requirements to reduce developer complexity, compliance costs, and regulatory patchwork.
- **Streamline Ministry of Environment Conservation and Parks approvals in building permit process:** This will enable concurrent environmental reviews to speed up permitting.
- **Expand government role as housing supplier with long-term strategy:** Provide consistent, decade-long funding/programs and land for affordable/rental housing, create certainty for developers and ensure stable supply. As well, when selling provincial lands, require developers to build affordable housing, especially in Transit Oriented Communities like Clarkson and Cooksville in Mississauga.
- **Create more certainty to boost rental supply:** Increase Landlord and Tenant Board (LTB) capacity for faster dispute resolution, which can benefit landlords and tenants.
- **Provide funding/support for Inclusionary Zoning:** Allocate dedicated funding to help offset developer costs and encourage affordable unit construction.

Fees, taxes and charges from the four levels of government make up

25%

of the price of an average new home in the Greater Toronto Area.



Source: Building Industry and Land Development Association (BILD)



The recommendations of the Mayor's Housing Task Force focus on increasing housing starts, improving affordability, and reducing regulatory barriers.

Complete the Downtown ‘Loop’ and fund the operation of the Hazel McCallion LRT

Work with Metrolinx to establish a clear implementation plan and timeline for completion of the Downtown ‘Loop’ project.

Provide operational funding for the first three years.

The Hazel McCallion LRT will be a key pillar of Mississauga’s transit system that transforms public transit in Peel Region and connects MiWay, Brampton Transit, and GO Transit.

Mississauga’s downtown is expected to double in population to almost 100,000 by 2050, including more than 100 residential and office towers. The Downtown Extension of the LRT is a critical project needed to support housing densification and further economic development. It will support the Transit-Oriented Communities (TOC) initiative on the Hurontario corridor, including areas around Cooksville, Square One Shopping Centre and Steeles Avenue, creating mixed-use, walkable hubs with housing, jobs, and amenities directly linked to rapid transit, supporting economic growth, lowered emissions, and reduced congestion.

Mississauga is grateful for the Province’s continued commitment to this transit line by designating the Downtown Extension as a priority transit project under the Building Transit Faster Act, 2020 and again for the Premier’s commitment to the project on February 8, 2024. We eagerly await further details and a clear implementation plan from Metrolinx to get the project done. We are asking for the Province to work with Metrolinx to establish a clear plan and timeline for this crucial project to be completed.

We also need the province’s support to ensure a successful launch of the LRT with operational funding for the first three years of service, which is estimated to be more than \$100 million. The City of Mississauga already faces mounting financial pressures due to aging and outdated infrastructure, increased flood risks, and meeting the service needs of our residents. We’re managing these costs through smart fiscal management, even as we continue working to resolve imbalanced police and regional funding formulas at the Region of Peel that impact our bottom line.

Financial support from the Province, similar to the new deals reached with Toronto and Ottawa for operational funding of LRT lines is critical and will allow the City to prioritize investment in local infrastructure and transit, such as increased ridership through MiWay, that will maximize the benefits of the LRT project and ensure its success.



The planned extension to the Hazel McCallion line will bridge the LRT with City Centre and provide key connections to MiWay and GO Transit through the city and the GTHA.
Image: Metrolinx

Invest in MiWay infrastructure, including partnering on a new transit garage

Partner with Mississauga and invest in a new transit facility to support growing ridership, the growth of our bus fleet, and new housing development.

Traffic and congestion in Mississauga are rising. MiWay's current ridership is surpassing 2019 levels by more than 10 per cent, and more than 25,000 residents rely on public transit every day. Demand will only continue to rise over the coming year from both population growth and return-to-office activity.

Effective public transit systems are a catalyst for housing development, and we need to ensure that our fleet can keep up with growing demand as we continue to build more homes, faster.

MiWay's existing fleet of 500 buses are currently housed in two transit facilities at Central Parkway and Malton, both of which are now at full capacity. Keeping up with demand growth requires increasing our fleet, and we cannot do that without a new transit facility for storage and maintenance.

Designs for a new facility are projected to house between 170 and 280 buses, with an estimated capital cost of more than \$582 million in today's dollars. This is a significant cost for Mississauga to bear on its own, which is why the City will need provincial and federal assistance. Several municipalities in Ontario are in the process of building new bus depots, including Hamilton, Peterborough, and Guelph.

Given that we share the goal of expanding transit service and supporting the building of new housing while breaking congestion and gridlock, we need provincial partnership and investment on this project to make it a reality.



MiWay bus at a transitway station in Mississauga.
Photo: City of Mississauga

Commit to All-Day, Two-Way GO on the Milton Corridor

Work with Metrolinx to meet the Premier’s target of all-day, two-way service on the Milton GO Line by 2031.

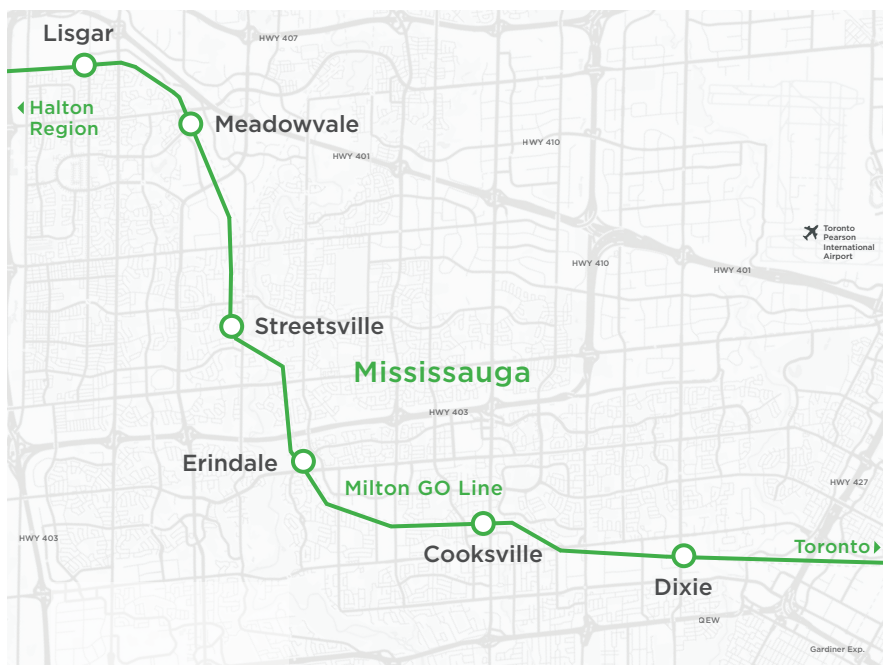
The Milton GO Line is the fourth busiest in Ontario and is projected to serve up to 94,000 daily commuters by 2041. Half of our population and one third of businesses and employment are in close proximity to the six stations located in Mississauga.

This Line’s importance will continue to grow as future connections are planned with the Hazel McCallion Line LRT and Mississauga’s Downtown core, as well as to the rapidly growing Meadowvale Business Park.

This project remains a priority for the City as we have advocated for it at both the provincial and federal government for more than a decade.

We were pleased that in February 2024, the Premier committed to this project, pending federal involvement, and in January 2025, when the Province promised to study the effect of diverting freight traffic to make way for more passenger trains. These are important steps towards making this long-time goal a reality, but we need to proceed with a concrete plan to see it completed on time. This is a critical corridor for Mississauga and Ontario.

All-day, two-way service will open up more lands for housing development, create good jobs, and ensure that Mississauga, Milton, and Toronto continue to thrive.



Route map of the Milton GO line stations that service residents in the City of Mississauga.
Image: City of Mississauga

Advance the Business Case for the Dundas Bus Rapid Transit (BRT)

Invest \$2 million to fund the development of a business case and further studies for the BRT east to Kipling and west to University of Toronto Mississauga.

The City of Mississauga has partnered with Metrolinx to advance the Dundas BRT project. The proposed Dundas BRT is a 48 kilometre corridor connecting key hubs from Hamilton to Toronto. This would include major city centres and transit hubs, including the city centres of Mississauga and Etobicoke, from Highway 6 in Hamilton to Toronto's Kipling station.

The route will provide fast, frequent service that will facilitate new ridership for the regional public transit system and connect to both existing transit networks and forthcoming projects such as the Hazel McCallion Light Rail Transit.

The Dundas Corridor is projected to contain nine per cent of all population growth and six per cent of employment growth across the Greater Toronto and Hamilton Area by 2041.

To maximize the system's potential, it is crucial to begin design and business case analysis for two critical segments:

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

While we recognize that Metrolinx does not have any current plans to prioritize further studies, securing resources for these initiatives would significantly enhance the benefits of the Dundas BRT for surrounding businesses and residents. We're asking for support from the Province to fund these projects and help maximize the potential transit infrastructure and connectivity across the corridor.



The planned Dundas BRT will stretch 48km and connect key hubs across Mississauga, Hamilton, and Etobicoke.
Image: Metrolinx

Amend the Peel Regional Police funding formula

Develop an updated formula that reflects population distribution of the Region of Peel and treats Mississauga’s property taxpayers fairly.

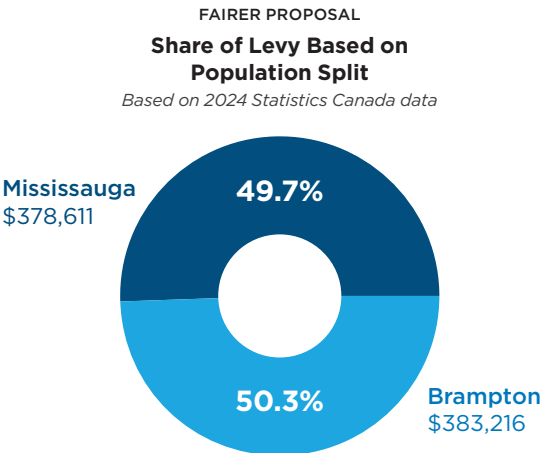
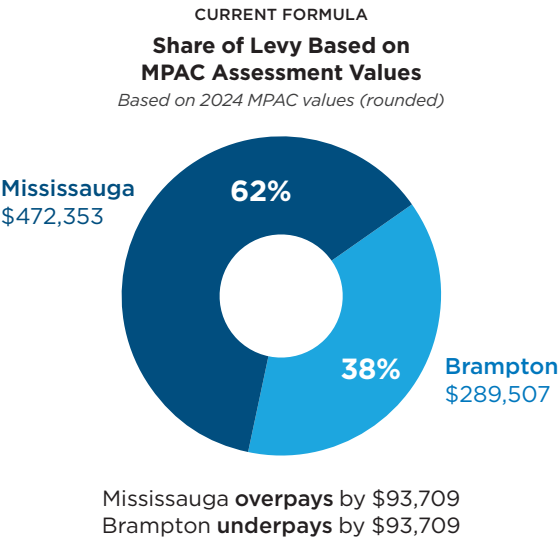
Mississauga pays 62 per cent of the Peel Regional Police budget, yet we comprise less than half of the population they serve. According to Statistics Canada, Brampton’s population is now larger than Mississauga’s, but they only pay 38 per cent of the cost of policing.

The current formula is based on Municipal Property Assessment Corporation (MPAC) values, not on population, which results in a higher cost for Mississauga taxpayers due to the higher value of Mississauga properties. This is an outdated formula that does not reflect the realities of policing in Region of Peel today.

In 2025, the additional cost to Mississauga property taxpayers from this unfair formula was \$93.3 million. In 2026, it is projected to be \$104 million and will continue to increase annually unless a change is made by the province. The average Mississauga taxpayer is subsidizing policing in Brampton by roughly \$120 a year.

Our goal remains ensuring that Peel Regional Police continue to be properly and fairly funded but that Mississauga property taxpayers are treated fairly as well. The Province has the ability to amend this formula and we ask them to do so as soon as possible.

2025 Peel Police Budget Costs (in \$000)



Amend the Greater Toronto Airport Authority (GTAA) Payment-in-Lieu of Taxes (PILT) formula

Eliminate the five per cent cap on the PILT and implement a formula based on property values.

The Greater Toronto Airport Authority (GTAA) is the City's largest landowner. They pay a payment in lieu of taxes (PILT) each year based on a per passenger fee instead of paying property taxes. This formula of \$0.94 in revenue per passenger was established by the province in 2001 and remains in place today. Had the PILT rate been adjusted for inflation, that figure would be \$1.59 today, representing millions in lost revenue for our City over a quarter of a century. As well, had the PILT rate increased with the city's tax rates, the cumulative payment from 2001 to 2021 would have been \$501 million more, and approximately \$75.5 million higher in 2021 alone.

From 2001 until 2020, this fee was arbitrarily capped at a five per cent annual increase, despite passenger volumes at Toronto Pearson International Airport often growing by more than five per cent annually. Between 2007 and 2021 alone, the city lost an estimated \$18.4 million in missed revenue from PILTs due to the cap.



The GTAA PILT fee per passenger has not been adjusted since it was adopted in 2001, and does not reflect how the dollar value has changed over the last 24 years.
Source: Bank of Canada

Mississauga is one of the largest cargo transportation hubs in Canada, yet the PILT only consists of passenger-based revenue and not on any cargo activity. We are paying to maintain significant infrastructure, including surrounding roads, that facilitates this cargo movement but receive no revenues to offset those pressures.

The cost of this unfair formula has been borne by Mississauga property taxpayers.

Mississauga is grateful to the Province for lifting the five per cent cap in 2020 during the pandemic, which allowed us to weather the financial storm of COVID-19. This exposed the unfairness of the cap, and the need for a fairer formula. However, we are concerned about the Minister of Finance's recent direction to reinstitute the five per cent cap. This decision needs to be revisited.

Reforming the PILT formula is vital to ensure that the GTAA contributes its fair share towards municipal costs while allowing Mississauga to benefit from the airport's growth and success. Instead of going back to the arbitrary five per cent cap, when our revenues return to pre-pandemic levels, we urge the Government of Ontario to consult with Mississauga and the GTAA to amend the formula and ensure it is fair to both parties.



Cars driving into Pearson Airport
Photo: Greater Toronto Airport Authority

Invest in the Mississauga Valley and Cooksville Community Centres and Libraries

Provide dedicated provincial funding to cover two-thirds of the costs to support the design and construction of these essential community hubs, offsetting the expense to the city and accelerating delivery to meet growing needs in Mississauga's Downtown area.

Mississauga's Downtown is projected to see the city's most significant growth, with population doubling by 2041 through infill and intensification. The City is advancing a new Cooksville Community Centre and Library (Ward 7) and a new Mississauga Valley Community Centre and Library (Ward 4) to create vibrant, multi-generational urban hubs with enhanced programming, accessibility, transit connectivity, and amenities – while continuing to support housing priorities.

The Cooksville project replaces a small, rented library lacking accessibility and space, addressing a parkland deficit identified in the 2019 Library Future Directions Plan. Initial joint-use exploration with Peel District School Board (PDSB) on T.L. Kennedy school and adjacent park lands has shifted to a City-led model for greater control and faster timelines.

Mississauga Valley, the City's largest community centre (142,000 sq. ft., built in 1977, renovated in 2004) on a 50-acre site next to PDSB lands, will be redeveloped into a more urban facility with site intensification potential, as highlighted in the 2024 Future Directions Plans.

A City-led approach enables “shovel-ready” alignment with funding opportunities, full control over community-focused design, and accelerated progress without PDSB/Ministry dependencies. Preliminary studies are complete; public consultation occurs Spring 2026, with concept/detail design in 2026-2027. Facilities will prioritize street-front access and transit; Mississauga Valley will remain open during construction to minimize disruptions.

The estimated capital cost of each of these two projects is roughly \$150-200 million. Unfunded portions will rely on federal/provincial grants, mixed-use development, and/or levies. Refined cost estimates follow 2026/27 designs, making provincial support essential for affordability and concurrent delivery.

We're grateful for the Province's ongoing infrastructure investments in Mississauga. Dedicated funding for these projects will help deliver vital community services efficiently, support growth, improve quality of life, and advance Ontario's goals for sustainable, vibrant communities. If full funding is not feasible, we urge prioritizing eligibility under existing grant programs to capitalize on this momentum.



Rendering of the Churchill Meadows Community Centre
Image: City of Mississauga

Strengthen supports for residents facing food insecurity

Prioritize funding for local foodbanks and provincially administered social programs to combat hunger.

Mississauga continues to face an unprecedented food insecurity crisis that becomes more urgent every year. Food Banks Mississauga and their network of more than 60 programs served more than 48,000 residents and had more than 503,000 visits from June 2024 to May 2025, a 20 per cent increase over the previous year. This is unacceptable in Ontario in 2026.

Rising food bank use has been called a “canary in the coalmine,” and we have only seen it worsen over the last few years as vulnerable families across Ontario bear the brunt of rising costs of living pressures. This challenge only continues to grow more dire. We need to act now to protect our most vulnerable.

In November 2024, Mississauga City Council was the first to declare a food insecurity emergency, and since then we have seen more municipalities join the call for action. Solving this crisis requires every level of government to do their part. That is why we’re asking for financial support to food banks and greater provincial attention in strengthening our social programs:

- Ontario Disability Support Payment
- Ontario Works
- Low-Income Individuals and Families Tax Credit
- Investment in affordable housing and the Landlord and Tenant Board
- Employment services

503,705

Number of visits to Food Banks
Mississauga by residents in 2024-2025

**28% of total food
bank visitors
are children.**



Recent data from Food Banks Mississauga Annual Impact Report
June 2024 – May 2025



A volunteer stacks shelves full of food at a Mississauga Food Bank
Photo: Food Banks Mississauga

CONCLUSION

The City of Mississauga remains steadfast in our commitment to advocate for the needs of our residents and businesses. This submission highlights key strategies for how we can build a stronger partnership with the Province, improve housing supply and affordability, enhance infrastructure, promote sustainable growth, and secure investments that will help our residents and taxpayers thrive.

Our priority is to build more homes. We also want to build the housing-enabling infrastructure to support those new homes. This includes critical transit projects to improve connectivity and expand transit-oriented infrastructure such as building a new bus depot, extending the Dundas BRT, confirming the Hazel McCallion Line LRT downtown loop and establishing a timeline service for All-day, two-way on the Milton GO Line. At the same time, we must continue to invest in critical infrastructure projects and transit operation that will protect homes and businesses and to facilitate more development.

We're also advocating for fiscal fairness to keep property taxes low and to reduce the burden on social services. This means establishing a fair funding formula for Peel Regional Police, removing the cap on the GTAA PILT, securing operating funding for infrastructure and capital projects, and addressing food insecurity.

We look forward to working with the Government of Ontario to bring the investments and reforms needed to make more possible for Mississauga.

For more information visit
mississauga.ca

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