



THE REGIONAL MUNICIPALITY OF PEEL
GOVERNMENT RELATIONS COMMITTEE

AGENDA

GRC - 1/2018

DATE: Thursday, March 1, 2018

TIME: 11:00 AM – 1:00 PM

LOCATION: Regional Council Chamber, 5th Floor
Regional Administrative Headquarters
10 Peel Centre Drive, Suite A
Brampton, Ontario

MEMBERS: D. Cook; B. Crombie; F. Dale; G. Gibson; J. Innis; L. Jeffrey;
M. Medeiros; G. Miles; K. Ras; A. Thompson

Chaired by Vice-Chair Councillor J. Innis

1. **DECLARATIONS OF CONFLICTS OF INTEREST**
2. **APPROVAL OF AGENDA**
3. **DELEGATIONS**
4. **REPORTS**
 - 4.1. Update on the Region of Peel's 2018 Provincial Election Strategy (For information)
5. **GOVERNMENT RELATIONS UPDATE (Oral)** (For information)
Discussion led by Jeffrey Barillas, Advisor, External Relations, Strategic Public Policy and External Relations
6. **COMMUNICATIONS**
 - 6.1. **2018 Spring MP/MPP Advocacy Update** (Receipt recommended)
 - 6.2. **Region of Peel 2018 Federal Pre-Budget Submission** (Receipt recommended)
 - 6.3. **Region of Peel 2018 Provincial Pre-Budget Submission** (Receipt recommended)
7. **IN CAMERA MATTERS**

8. OTHER BUSINESS

9. NEXT MEETING

June 21, 2018 – 11:00 a.m. to 1:00 p.m.
Council Chamber, 5th Floor
Regional Administrative Headquarters
10 Peel Centre Drive, Suite A
Brampton, Ontario

10. ADJOURNMENT

For Information

DATE: February 20, 2018

REPORT TITLE: **UPDATE ON THE REGION OF PEEL'S 2018 PROVINCIAL ELECTION STRATEGY**

FROM: Lorraine Graham-Watson, Commissioner of Corporate Services

OBJECTIVE

To provide an update on the Region of Peel's 2018 Provincial Election Strategy.

REPORT HIGHLIGHTS

- The Region of Peel is implementing a strategy to raise awareness of its infrastructure priorities in advance of the provincial election scheduled for June 7, 2018.
- At the time of writing, the City of Mississauga and the Town of Caledon have released their election strategies and priorities and there are areas of alignment with Peel's election priorities. The City of Brampton will be releasing its election strategy at the end of February.
- To date, none of the major provincial parties have released a policy platform.
- Peel has begun implementing its election strategy by communicating its infrastructure priorities to provincial party leaders, cabinet ministers, local Member of Provincial Parliament (MPP) candidates in Peel ridings and other key stakeholders.
- As part of the election strategy, Peel will also be hosting a Peel MPP Candidate Forum on April 3, 2018.

DISCUSSION

1. Background

The next provincial election is scheduled to take place on June 7, 2018. As with previous elections, the Region of Peel has developed an election strategy intended to influence policy development and political discourse. The strategy seeks to inform key government stakeholders, primarily political parties and Peel MPP candidates, and the broader community about Peel's infrastructure needs. The strategy was presented to the Government Relations Committee on September 21, 2017 and approved by Regional Council on October 12, 2017 (Resolution 2017-785).

a) Region of Peel 2018 Provincial Election Infrastructure Priorities

As the central communication tool of its election strategy, the Region of Peel has published a document entitled, *2018 Provincial Election Infrastructure Priorities for the Region of Peel*, which identifies areas where additional provincial support is needed. Peel's provincial election infrastructure priorities are organized under four themes identified below.

UPDATE ON THE REGION OF PEEL'S 2018 PROVINCIAL ELECTION STRATEGY

i) Social Infrastructure

Affordable Housing

- The next Ontario government should provide long-term, sustainable capital and operational funding for affordable housing, including the current housing stock and new rental development.

ii) Green Infrastructure

Water and Wastewater

- The next Ontario government should provide long-term, sustainable funding for water and wastewater infrastructure.

Waste Management

- The next Ontario government should invest in waste infrastructure to increase resource recovery and strengthen end-markets for recovered resources.

Low-Carbon Healthy Community

- The next Ontario government should set criteria for infrastructure investments that achieve improved public health and climate change outcomes.

iii) Transportation Infrastructure

Goods Movement and Highway Infrastructure

- The next Ontario government should:
 - Advance work on the GTA West Corridor to facilitate long-term planning and the movement of people and goods;
 - Provide funding to improve transportation around Pearson International Airport; and
 - Continue building a Regional transit system to address congestion.

iv) Infrastructure Funding

Allocation-Based Funding

- The next Ontario government should favour an allocation-based approach for infrastructure funding.

Timelines

- The next Ontario government should ensure that infrastructure funding programs promote the best use of funds by implementing timelines for project completion that reflect the reality of the construction and development processes.

b) Alignment with Local Municipality Provincial Election Strategies

At the time of writing, the City of Mississauga and the Town of Caledon have released provincial election strategies and associated advocacy priorities. Some of these priorities align with Peel's priorities and are discussed further below. The City of Brampton will be releasing its provincial election strategy in late February.

i) City of Mississauga Provincial Election Priorities

4.1-3

UPDATE ON THE REGION OF PEEL'S 2018 PROVINCIAL ELECTION STRATEGY

The City of Mississauga's provincial election priorities are divided into four categories, three of which align to Peel's priorities:

- 1) **Public transit** - Mississauga highlights the need to increase GO Train service on all three Mississauga GO Train corridors, in particular the Milton corridor. Peel supports these projects and they are referenced in Peel's infrastructure priorities document.
- 2) **Sustainable infrastructure funding** - Mississauga speaks to the infrastructure funding deficit facing Ontario municipalities and is advocating for long-term, predictable and sustainable funding programs for municipal infrastructure. This is consistent with Peel's priorities, which focus on the need for greater infrastructure funding support from the provincial government.
- 3) **Affordable middle-income housing** - Mississauga's housing strategy, "Making Room for the Middle", outlines 40 recommendations, six of which are included in Mississauga's priorities. The recommendation for sustainable funding is also included in Peel's priorities.

Mississauga fourth election priority relates to reducing the financial burden on municipalities through legislative changes. This includes changes to the way Payments in Lieu of Taxes from the Toronto Pearson Airport are calculated, the need for additional revenue tools and others. On February 8, 2018, Regional Council endorsed "the efforts of the City of Mississauga to enter into a Memorandum of Understanding including the payment of fair Development Charges and Payments in Lieu of Taxes, with the Greater Toronto Airports Authority" (Resolution 2018-65).

ii) Town of Caledon Provincial Election Priorities

The Town of Caledon's provincial election priorities are grouped into seven categories, four of which align to Peel's priorities:

- 1) **Broadband internet access** - This issue is also mentioned in Peel's infrastructure priorities document as a factor that can contribute to a low-carbon community.
- 2) **Seniors' housing** - Caledon raises the need for accessible and affordable housing options for seniors. While Peel's election priorities do not highlight seniors' housing specifically, they do include a request for greater financial support for affordable housing in general. In addition, targets are being established through Peel's Housing and Homelessness Plan aimed at increasing housing options.
- 3) **Transportation Planning** - Caledon's and Peel's priorities both include advocating for the provincial government to advance work on the Greater Toronto Area (GTA) West Corridor by completing the environmental assessment. The province recently announced that it will not move forward with a highway in this corridor; however, Peel's stance is that a highway should still be considered and it will advocate for this.

UPDATE ON THE REGION OF PEEL'S 2018 PROVINCIAL ELECTION STRATEGY

- 4) **Climate Change** - Caledon's request for the provincial government to establish criteria for infrastructure investment that enhances resiliency to climate change and promotes active transportation is consistent with a similar request included Peel's priorities.

Caledon's other election priorities focus on issues related to the rural environment and economy, Regional governance and the impacts of new legislation, such as Bill 148, *Fair Workplaces, Better Jobs Act, 2017*, which raised the minimum wage to \$14 per hour as of January 1, 2018.

2. Alignment with Provincial Party Election Platforms

At the time of writing, none of the major provincial parties have released a policy platform. Should these platforms be made public prior to March 1, 2018, a verbal update will be provided at the Government Relations Committee meeting.

3. Region of Peel's 2018 Provincial Election Strategy

The report titled "2018 Provincial Election Strategy" considered at the September 21, 2017 Government Relations Committee meeting outlined the actions to be taken as part of the Region of Peel's election strategy. The information below provides an update and elaborates on those actions.

a) Circulate hardcopies and electronic copies of Peel's infrastructure priorities document

Copies of Peel's infrastructure priorities document have been distributed to:

- Provincial political party leaders and senior staff;
- Relevant cabinet ministers and chiefs of staff;
- Member of Provincial Parliament (MPP) candidates from all Peel ridings;
- Association of Municipalities of Ontario;
- Greater Toronto Airports Authority;
- Local Boards of Trade/Chamber of Commerce;
- United Way of Peel; and,
- Relevant sector associations.

b) Organize meeting with Peel MPP party caucuses (Peel MPP Candidate Forum)

To follow through on this action, Regional Council will be hosting a Peel MPP Candidate Forum on April 3, 2018. Peel MPP candidates from the four main provincial parties and Regional Councillors will be invited. The purpose of this event is to inform the candidates of Peel's infrastructure priorities and how the next provincial government can help address them. It also provides Regional Councillors the opportunity to develop and strengthen relationships with those who will serve as Peel MPPs following the June 2018 election.

c) Communications tactics

A variety of tactics will be implemented to draw attention to the Region of Peel's election priorities. These include, but are not limited to:

- Media advisory inviting the media to attend the Peel MPP Candidate Forum.

UPDATE ON THE REGION OF PEEL'S 2018 PROVINCIAL ELECTION STRATEGY

- News release following the Peel MPP Candidate Forum to highlight what occurred.
- Social media campaign involving tweets and videos from the Region of Peel and Regional officials.
- Articles in MP/MPP Advocacy Update newsletters.
- Where possible, partnering with local municipalities on engagement and communication initiatives.

FINANCIAL IMPLICATIONS

Expenses related to the Region of Peel's provincial election strategy will not exceed \$10,000 and will be managed from within existing budgets. Expenses include hosting a Peel MPP Candidate Forum at a local convention centre, social media advertising, and the production and printing of materials.

CONCLUSION

Addressing Peel's infrastructure needs is a necessary step to achieve the goal of a Community for Life and it will directly affect residents and businesses. The purpose of the Region of Peel's election strategy is to raise awareness of these needs and strengthen Peel's partnership with the provincial government.



Lorraine Graham-Watson, Commissioner of Corporate Services

Approved for Submission:



D. Szwarc, Chief Administrative Officer

For further information regarding this report, please contact Kathryn Lockyer, Regional Clerk and Director, kathryn.lockyer@peelregion.ca, 905-791-7800 x 4325.

Authored By: Jeffrey Barillas, Advisor, External Relations

*Reviewed in the workflow by:
Financial Support Unit*

Government Relations Update

Government Relations Committee March 1, 2018

Jeffrey Barillas
Advisor, External Relations

Overview

- Provincial and Federal Government Update
- Update on Peel's Provincial Election Strategy
- Looking Forward



Provincial and Federal Government Update

Provincial Government

- Decision on GTA West Corridor
- Metrolinx 2041 Regional Transportation Plan
- Long-Term Infrastructure Plan
- Bill 139, Building Better Communities and Conserving Watersheds Act, 2017
- Bill 160, Strengthening Quality and Accountability for Patients Act, 2017
- Bill 174, Cannabis, Smoke-Free Ontario and Road Safety Statute Law Amendment Act, 2017
- Amended Blue Box Program Plan

Federal Government

- Poverty Reduction Strategy
- National Housing Strategy
- Bill C-45, Cannabis Act
- 2018 Budget



Update on Peel's Provincial Election Strategy

1) Social Infrastructure

Affordable Housing

- The next Ontario government should provide long-term, sustainable capital and operational funding for affordable housing, including the current housing stock and new rental development.

2) Green Infrastructure

Water and Wastewater

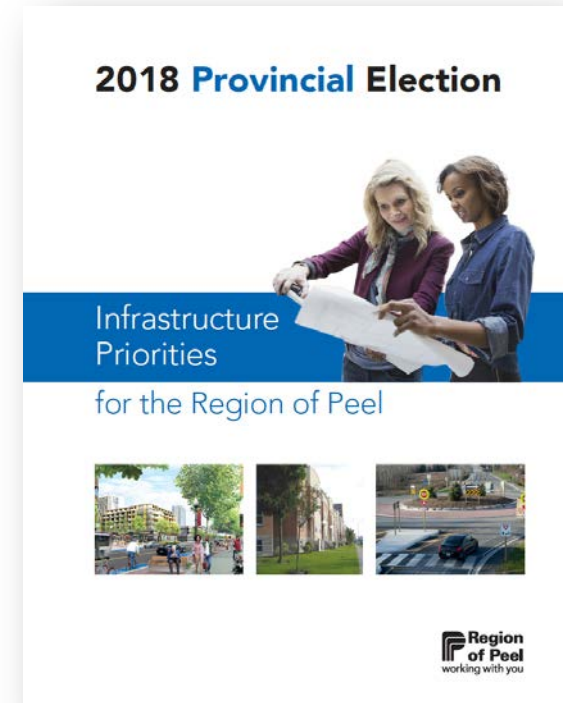
- The next Ontario government should provide long-term, sustainable funding for water and wastewater infrastructure.

Waste Management

- The next Ontario government should invest in waste infrastructure to increase resource recovery and strengthen end-markets for recovered resources.

Low-Carbon Healthy Community

- The next Ontario government should set criteria for infrastructure investments that achieve improved public health and climate change outcomes.



Update on Peel's Provincial Election Strategy

3) Transportation Infrastructure

Goods Movement and Highway Infrastructure

- The next Ontario government should:
 - Advance work on the GTA West Corridor to facilitate long-term planning and the movement of people and goods;
 - Provide funding to improve transportation around Pearson International Airport; and
 - Continue building a Regional transit system to address congestion.

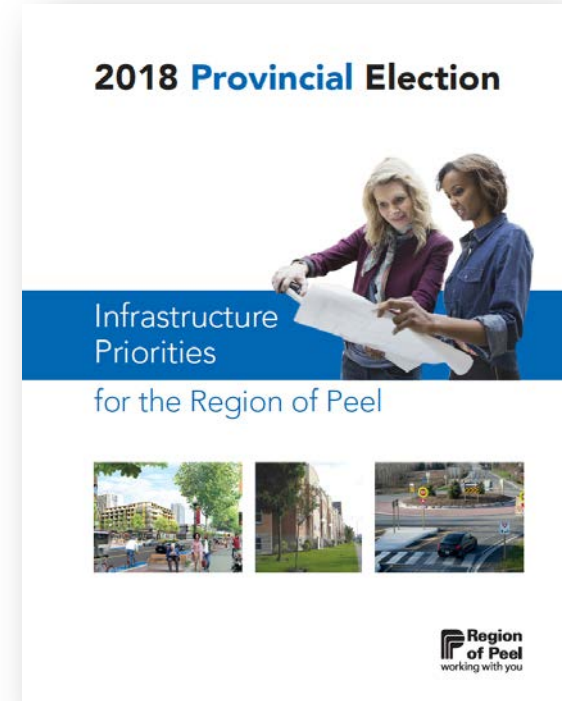
4) Infrastructure Funding

Allocation-Based Funding

- The next Ontario government should favour an allocation-based approach for infrastructure funding.

Timelines

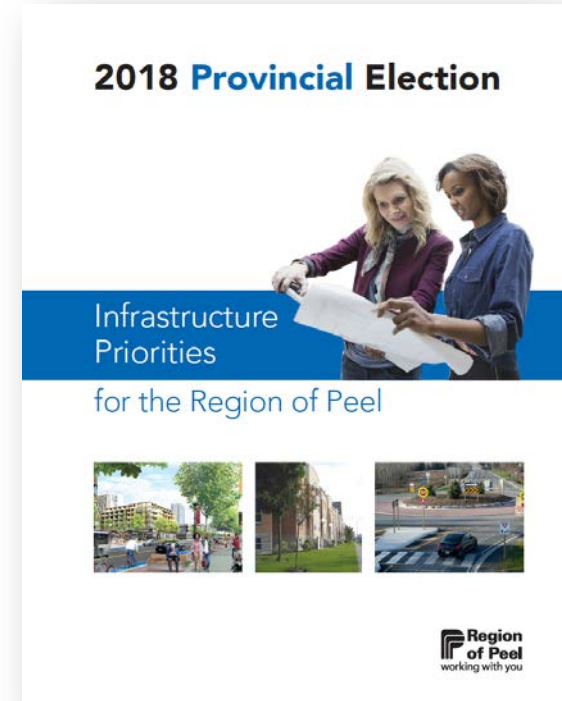
- The next Ontario government should ensure that infrastructure funding programs promote the best use of funds by implementing timelines for project completion that reflect the reality of the construction and development processes



Update on Peel's Provincial Election Strategy

Distribution of Election Priorities

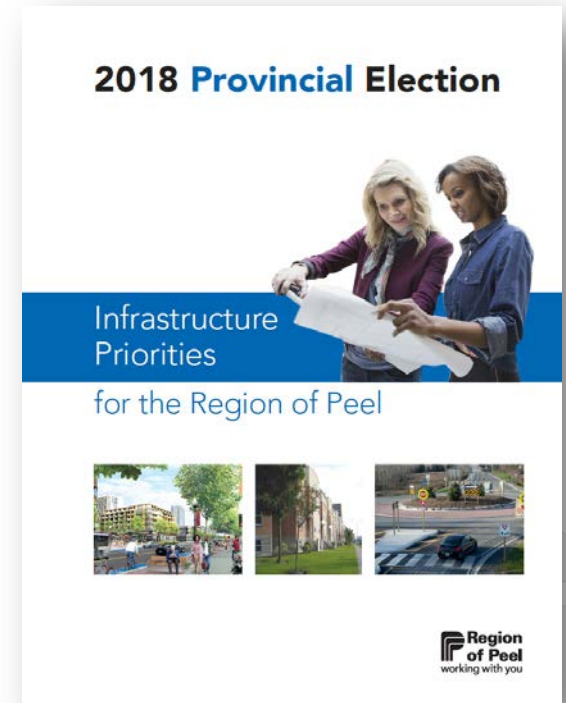
- Political party leaders and senior staff
- Relevant cabinet ministers and chiefs of staff
- MPP candidates from all Peel ridings
- Regional and Local Councillors and CAOs
- Association of Municipalities of Ontario
- Greater Toronto Airports Authority
- Local Boards of Trade/Chamber of Commerce
- United Way of Peel
- Relevant sector associations



Update on Peel's Provincial Election Strategy

Engagement Tactics

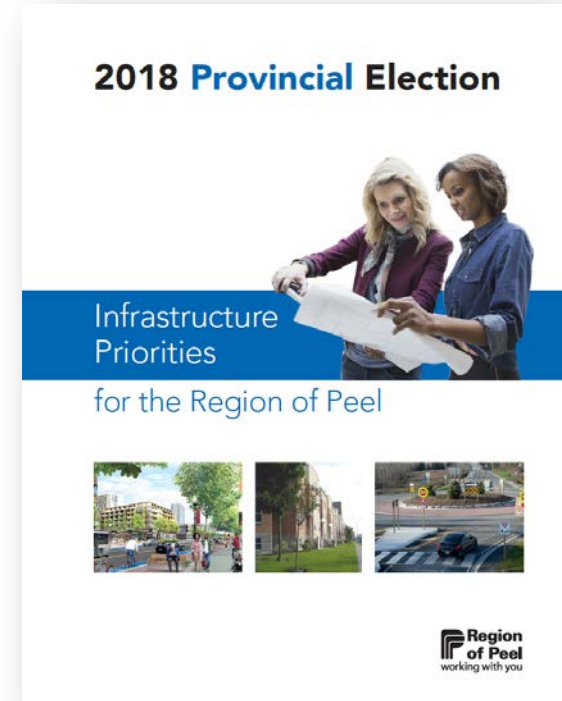
- Peel MPP Candidate Forum
- News releases
- Social media campaign
- Articles in MP/MPP Advocacy Update newsletter
- Updates on internal/external website



Update on Peel's Provincial Election Strategy

Provincial Election Candidate Forum

- Purpose: To inform candidates about Peel's infrastructure priorities and develop relationships with future MPPs
- To be held on April 3, 2018
- MPP candidates from four major provincial parties in all Peel ridings invited to attend
- Media to be invited
- News release to follow event



Looking Forward

Provincial Government

| Item | Written Submission | Expected Date |
|--|------------------------|---------------|
| 2018-19 Budget | Yes | March 2018 |
| Bill 175, Safer Ontario Act, 2017 | In-person consultation | April 2018 |
| Metrolinx 2041 Regional Transportation Plan | Yes | Summer 2018 |
| Final Food and Organic Waste Framework | Yes | Spring 2018 |
| Provincial election | Yes | June 2018 |
| Greater Golden Horseshoe Transportation Plan | Yes | 2018 |
| Northwest GTA Corridor Identification Study | TBD | 2018 |

Looking Forward

Federal Government

| Item | Written Submission | Expected Date |
|---|--------------------|---------------|
| Phase 2 Infrastructure Bilateral Agreements | Yes | March 2018 |
| Bill C-45, Cannabis Act | Yes | Summer 2018 |
| Poverty Reduction Strategy | Yes | 2018 |

Questions?



MP | MPP Advocacy Update

10 Peel Centre Dr., Brampton, ON L6T 4B9 | 905-791-7800 | peelregion.ca

Spring 2018



Dear Colleagues,

On behalf of the Region of Peel's Government Relations Committee, I am pleased to present this MP/MPP Advocacy Update. This Update is an opportunity to keep our federal and provincial partners informed on recent Region of Peel advocacy efforts and on key issues impacting Peel's communities.

Included in this edition is a high level overview of the Region's recent participation in the federal and provincial 2018 pre-budget consultations. This year the Region's submission focused primarily on infrastructure priorities.

Also included in this edition is information about an upcoming event for Peel MPP candidates running in the June election.

As the Region of Peel moves forward in implementing our 20-year Strategic Plan, which has a mission of Working with You to create a healthy, safe and connected community, the Government Relations Committee will continue to explore opportunities to work with you to serve the residents and businesses of Peel.

Sincerely,

Martin Medeiros
Regional Councillor
Government Relations Committee Member

2018 Provincial Election Candidates Forum

As the 2018 Provincial Election approaches, the Region has implemented a strategy to communicate key priorities that need to be addressed by the next provincial government. As part of this strategy and to engage candidates from the major provincial parties running in Peel, on April 3, 2018 the Region of Peel will be hosting a forum at the Pearson Convention Centre.

This forum will be used to present the key priorities included in the Region's 2018 Provincial Strategy which focuses on local infrastructure challenges resulting from the Region's rapid growth. Peel's population is projected to grow from the current 1.38 million people to almost 2 million people by 2041. While this growth is welcomed, it is placing immense pressure on Peel's local infrastructure.

Municipal infrastructure is the foundation for healthy, complete and resilient communities. It is also critical

for key Regional priorities such as reducing poverty, increasing the supply of affordable housing, improving goods movement and planning and managing growth. For example, individuals and families need access to a wide range of affordable options to fulfil their housing needs. Businesses need safe roads and bridges to deliver goods and services. Commuters need fast, efficient transportation networks to get to work.

However, for fast growing municipalities, like the Region of Peel, providing and maintaining infrastructure is becoming increasingly difficult as a result of unpredictable and unsustainable funding sources. This is the key reason the Region has prioritized the need for predictable and sustainable funding for municipal infrastructure in the 2018 Provincial Election Strategy as well as being the key focus for the forum.

Story continues on the next page

Regional Council

Frank Dale
Regional Chair and
Chief Executive Officer

City of Brampton

Linda Jeffrey
Mayor

Grant Gibson
Martin Medeiros
Gael Miles
Elaine Moore
Michael Palleschi
John Sprovieri

Town of Caledon

Allan Thompson
Mayor
Johanna Downey
Annette Groves
Jennifer Innis
Barb Shaughnessy

City of Mississauga

Bonnie Crombie
Mayor
George Carlson
Chris Fonseca
Nando Iannicca
John Kovac

Matt Mahoney
Sue McFadden
Carolyn Parrish
Karen Ras
Pat Saito
Ron Starr

 **Region
of Peel**
working with you

2018 Provincial Election Candidates Forum

The priorities are categorized in specific themes including:

| | |
|---|---|
| <p>Social Infrastructure</p> <ul style="list-style-type: none"> • Affordable Housing | <p>Transportation Infrastructure</p> <ul style="list-style-type: none"> • Goods Movement and Highway Infrastructure |
| <p>Green Infrastructure</p> <ul style="list-style-type: none"> • Water and Wastewater • Waste Management • Low-Carbon Healthy Community | <p>Infrastructure Funding</p> <ul style="list-style-type: none"> • Allocation-Based Funding • Timelines |

The format of the forum will include a presentation of the Region’s priorities and an opportunity for candidates from each party to speak about how his/her party plans to address Peel’s infrastructure priorities. This event will be open to the media. To learn more about the Region of Peel’s 2018 Provincial Election Priorities please visit peelregion.ca/advocacy

Breakfast Forum Details:

Date: **Tuesday April 3, 2018**

Time: **8 - 11 a.m.**

Location: **Pearson Convention Centre**

Address: **2638 Steeles Ave E., Brampton, ON L6T 4L7**



Province Not Moving Forward with Highway for GTA West Corridor – Implications to Peel

On February 9, 2018 the province announced it will not move forward with a highway for the Greater Toronto Area (GTA) West Corridor, a critical project that would have supported a smoother flow of people and goods throughout Peel Region. Instead, the province will be undertaking the Northwest GTA Corridor Identification Study over the next nine to 12 months to identify transportation infrastructure needs in a narrower geographic area than the original study.

For several years, the Region of Peel, the City of Brampton, and the Town of Caledon have advocated for a highway in the GTA West Corridor as it represents a key component necessary to complete long-range transportation and land-use planning in Brampton and Caledon. The province’s decision creates uncertainty and may have significant consequences for Peel and the local municipalities. A highway in the GTA West Corridor would have helped increased connectivity and capacity which is needed across Peel as a result of rapid population growth and a robust goods movement sector. It would have also served to complete an integrated highway network by connecting to Highway 410 and Highway 427. In addition, it would have helped improve the flow of people and goods throughout the region by



diverting trips from local roads and alleviating congestion on other corridors, such as the 401.

Recognizing that widening roads alone is not sufficient to accommodate future growth and transportation needs, the GTA West Corridor was also envisioned to include alternative transportation modes (e.g. cycling infrastructure and transit) that may reduce the use of single-occupancy vehicles and greenhouse gas emissions.

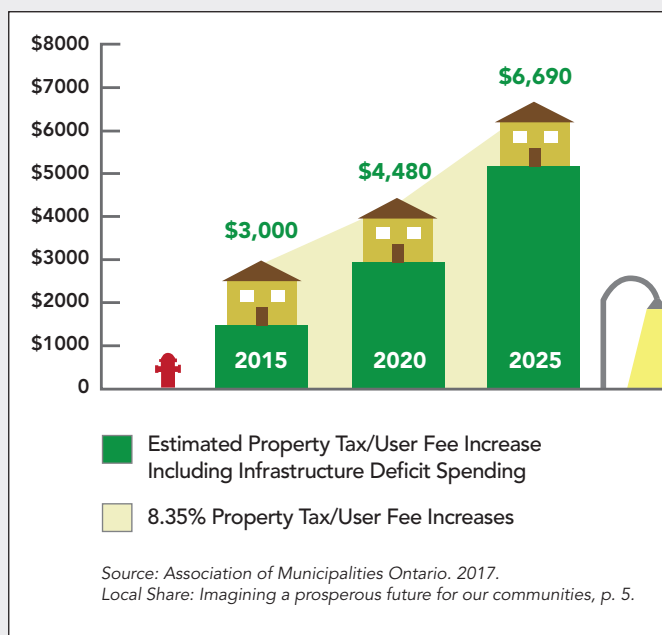
The Region of Peel maintains its position that a highway is required, not only for transportation capacity, but also as a catalyst for further economic growth in Peel. Region of Peel staff have begun to engage in discussions with provincial staff and will continue to do so to fully understand and exact limits of the new corridor as well as to ensure that thorough consideration is given to the potential impact of this decision on one of the fastest growing regions in Ontario.

The Region will continue to advocate for the need to consider a highway in the Northwest GTA Corridor. As representatives of Peel residents and businesses, we are asking you to join us in sharing this message with your colleagues at Queen’s Park.

Region of Peel’s Federal and Provincial Budget Submissions

The federal and provincial pre-budget consultation processes are always of great interest to the Region of Peel as well as the municipal sector as a whole. As in previous years, the Region uses this consultation process to highlight our strategic priorities as well as key issues impacting Peel’s communities.

This year the Region’s submissions focused primarily on infrastructure needed to deliver the services we all rely on such as affordable housing, clean drinking water, good roads and bridges, and waste management. Peel, like many other municipalities, simply does not have enough money to satisfy its infrastructure demands. In fact, the Association of Municipalities of Ontario estimates the annual infrastructure funding deficit for municipal governments is \$4.9 billion over the next 10 years. If municipal governments had to close this funding gap on their own, it would mean that property taxes and user fees would need to double.



The current financial situation for municipalities is not sustainable. The reality is that we need help from other orders of government. The Region’s submissions include specific recommendations as to how our federal and provincial partners can work with us to address our critical infrastructure issues including:

| Provincial Recommendations | Federal Recommendations |
|--|--|
| <p>Affordable Housing</p> <ul style="list-style-type: none"> • Provide long-term, sustainable capital and operational funding for affordable housing, including the current housing stock and new rental development. <p>Transportation</p> <ul style="list-style-type: none"> • Complete the environmental assessment for the GTA West Corridor and implement measures to protect the corridor. <p>Low-Carbon Healthy Communities</p> <ul style="list-style-type: none"> • Set criteria for infrastructure investments that achieve improved public health and climate change outcomes. <p>Waste Management</p> <ul style="list-style-type: none"> • Invest in waste infrastructure to increase resource recovery and strengthen end-markets for recovered resources. | <p>Affordable Housing</p> <ul style="list-style-type: none"> • Ensure that funding through the National Housing Strategy is sufficiently flexible to address local needs and engage municipalities on how this can be achieved. <p>Transportation</p> <ul style="list-style-type: none"> • Invest in projects to improve transportation around Pearson International Airport. <p>Infrastructure</p> <ul style="list-style-type: none"> • Favour an allocation-based approach for distributing infrastructure funding. • Ensure that infrastructure funding programs promote the best use of funds by implementing timelines for project completion that reflect the reality of the construction and development processes. • Provide clarity regarding the principle of incrementality and how municipalities can demonstrate that federal funding will not replace municipal funding, and allow municipalities to use infrastructure dollars from other orders of government to address gaps in infrastructure funding. |

To read the Region of Peel’s federal and provincial 2018 pre-budget submissions, please visit peelregion.ca/advocacy



Supporting Seniors in our Communities

Similar to other jurisdictions across Ontario, seniors are the fastest growing age group in Peel. By 2041, the number of seniors in Peel is expected to increase by 134 per cent, from 177,000 to 415,000. At that time, one in five residents will be a senior citizen.

The Region is committed to delivering high quality services that meet the needs of seniors, however as the aging population grows and changes, sustainable provincial funding and supports for seniors are required.

The Region's 2018 Provincial Pre-budget Submission highlighted two key areas for investment. These are:

- dementia supports across the long-term care sector
- home and community care supports

Dementia Supports across the Long-term Care Sector

The Region is committed to implementing evidence informed, innovative approaches to dementia care across our five long-term care homes. This includes transforming one of Peel's long-term care homes into a dementia-friendly service hub that will help seniors in the community to age in place.

The Region welcomes recent provincial commitments to increase the number of long-term care beds across Ontario as well as the increase of direct service hours for each resident. However, more is required to truly address the needs of residents with dementia and other complex care needs and ensure high quality, person-centred care.

The Region is calling on the Province to enhance funding for dementia and other complex behaviour supports that align with the increasingly complex needs of residents in long-term care homes.

Home and Community Care Supports

Home and community care, including services like Peel's adult day service and respite care programs play an increasingly important role in mitigating healthcare costs and allowing seniors to stay at home longer. While the province has invested \$750 million over three years to build the capacity of the home care sector, current funding formulas do not accurately compensate high growth and high-demand communities, and this results in perpetual funding inequities.

The two Local Health Integration Networks (LHINs) serving Peel (Central West and Mississauga Halton) continue to receive the lowest per patient funding in the province. Lower per patient funding limits the types of supports and availability of home care services for Peel's residents resulting in unmet demands and waitlists. To ensure that seniors in our communities have access to the supports and home care services when they need it, we are asking for your help to ensure the provincial government addresses the funding inequities facing our high growth municipalities.

Government Relations Committee

Frank Dale,
Regional Chair and CEO

Bonnie Crombie,
Mississauga (Mayor)

Grant Gibson,
Brampton (Wards 1 and 5)

Jennifer Innis,
Caledon (Wards 3 and 4) Vice-Chair

Linda Jeffrey,
Brampton (Mayor)

Martin Medeiros,
Brampton (Wards 3 and 4)

Gael Miles,
Brampton (Wards 7 and 8)

Karen Ras,
Mississauga (Ward 2)

Allan Thompson,
Caledon (Mayor)

Regional Executive Leadership Team

David Szwarc,
Chief Administrative Officer

Lorraine Graham-Watson,
Commissioner of Corporate Services

Nancy Polsinelli,
Commissioner of Health Services

Janice Sheehy,
Commissioner of Human Services

Janette Smith,
Commissioner of Public Works

Stephen VanOfwegen,
*Commissioner of Finance and Chief Financial Officer,
Commissioner of Digital and Information Services (Acting)*

Committee Support Staff

Kathryn Lockyer
Regional Clerk and Director
905-791-7800, ext. 4325
kathryn.lockyer@peelregion.ca

Jeffrey Barillas
*External Relations Advisor
Strategic Public Policy and External Relations*
905-791-7800, ext. 3806
jeffrey.barillas@peelregion.ca

Sonia Mistry
*External Relations Specialist,
Strategic Public Policy and External Relations*
905-791-7800, ext. 4189
sonia.mistry@peelregion.ca

2018 Region of Peel

Federal Pre-Budget Submission





Introduction

Located in the heart of the Greater Golden Horseshoe, the Region of Peel is made up of the cities of Brampton and Mississauga and the Town of Caledon. Peel is the second largest municipality in Ontario with a population of 1.4 million people – approximately 10 per cent of the population of Ontario. Peel is also a fast-growing community as its population is expected to increase to almost 2 million people by 2041. In addition, by this same time period 20 per cent of all jobs in the Greater Toronto and Hamilton Area will be located in Peel.

The Region of Peel's strategic vision is to build a *Community for Life* where everyone enjoys a sense of belonging and has access to the services and opportunities they need to thrive throughout each stage of their lives. Achieving this vision and accommodating the anticipated growth will require stakeholders, community partners and all levels of government to jointly develop solutions to ensure the right infrastructure, programs and services are in place.

The Region of Peel's pre-budget submission identifies five strategic priorities for the federal government to consider as it plans investments for the 2018 Budget.





Summary of Recommendations

Affordable Housing

- Ensure that funding through the National Housing Strategy is sufficiently flexible to address local needs and engage municipalities on how this can be achieved.

Transportation

- Invest in projects to improve transportation around Pearson International Airport.

Infrastructure Funding

- Favour an allocation-based approach for distributing infrastructure funding.
- Ensure that infrastructure funding programs promote the best use of funds by implementing timelines for project completion that reflect the reality of the construction and development processes.
- Provide clarity regarding the principle of incrementality and how municipalities can demonstrate that federal funding will not replace municipal funding, and allow municipalities to use infrastructure dollars from other orders of government to address gaps in infrastructure funding.

Affordable Housing

Nothing is more important to our safety and well-being than having a secure place to live – a home. Unfortunately, many in Peel struggle to find a home they can afford. The Region of Peel has one of the longest waitlists for subsidized housing in Ontario and the need is growing.

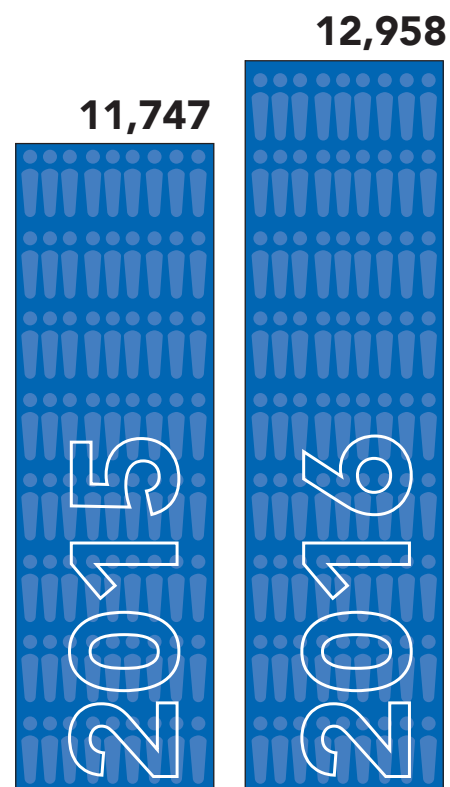
- As of December 2016, there were 12,958 households on the centralized wait list for subsidized housing and the average wait time was six and a half years.
- This is an increase from 11,747 households (+10.3 per cent) and 5.9 years (+10.2 per cent) respectively in 2015.
- In addition, 14,861 individuals accessed a Region of Peel Emergency Shelter in 2016.

The Region of Peel is appreciative of the significant support it receives from both the federal and provincial governments for affordable housing. In particular, the new National Housing Strategy (NHS) is a major step forward and the increased federal commitment to housing is encouraging. The NHS responds to calls from housing system managers for funding to support key priorities such as:

- Building new housing units;
- Ensuring state of good repair in existing rental units;
- Providing rent subsidy; and
- Preventing the loss of housing stock through the expiry of operating agreements.

While the increased funding available through the NHS will be a benefit, the cost of addressing needs within the housing system in Peel far surpasses the available resources.

- An additional \$109 million per year would be required to subsidize the 12,958 households on the centralized wait list.
- It is also estimated that the funding gap for state of good repair in Peel's subsidized housing system is over \$350 million within the next 10 years.



Number of households on the centralized wait list for subsidized housing

It is essential that NHS funding be flexible enough to enable housing system managers, like the Region of Peel, to address local needs as identified through provincially mandated housing and homelessness plans. Unlike other provinces and territories, in Ontario, the subsidized housing system is managed by municipal governments. As such, it is also critical that the municipal voice be heard in discussions regarding how NHS funding can be spent.

Moving forward, as the federal government begins negotiations regarding the NHS, the Region of Peel encourages the federal government to work collaboratively with its municipal and provincial partners to ensure NHS funding is used effectively.

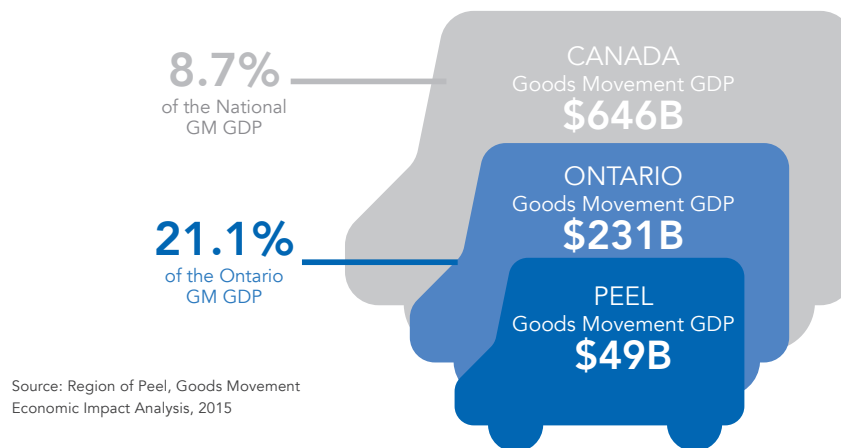


The Region of Peel recommends the federal government:

- Ensure that funding through the National Housing Strategy is sufficiently flexible to address local needs and engage municipalities on how this can be achieved.

Transportation

The goods movement industry in Peel is a significant contributor to both the local and national economies. Goods movement-related industries account for 43 per cent of jobs in Peel which translates into roughly \$29 billion in labour income. The goods movement industry in Peel also represents almost 9 per cent of the goods movement gross domestic product in Canada.



The Region of Peel is a major goods movement hub for Canada and a strategic location for national distribution. It contains the densest network of 400-series highways in the Greater Toronto and Hamilton area, mainline tracks and facilities for Canada's two major railroads – CN and CP. Peel is also home to Canada's largest international airport.

Toronto Pearson International Airport is a very important component of the goods movement industry in Peel. It handles more air cargo than the Vancouver and Montreal airports combined. In fact, it is estimated that by 2034, Pearson Airport will be processing almost a million tonnes of cargo per year. Pearson Airport has almost 50 thousand employees and accounts for nearly one in 10 of all jobs in Peel. In addition, it currently serves 44 million passengers each year with this number expected to rise to 65 million by the mid-2030's.

With so much activity taking place around the airport, it is little surprise that traffic congestion continues to be a significant concern. As Pearson Airport evolves into a mega-transportation hub, the need to relieve congestion in the surrounding area will be even greater.

To improve the movement of people and goods around Pearson Airport, the federal government could invest in projects such as the proposed Pearson Transit Hub. The proposed Hub could encourage more people to use public transportation when travelling to and from the airport which could help alleviate congestion.

The Region of Peel recommends the federal government:

- Invest in projects to improve transportation around Pearson International Airport.

Infrastructure Funding

Allocation vs. Application-Based Funding

Historically, one of the significant challenges with certain types of infrastructure funding has been its application-based nature. This creates an unpredictable funding environment, making it more difficult for municipalities to plan on a long-term basis. Applications for funding can be labour intensive, both for the municipalities that complete them and for the government issuing the funds that has to evaluate them. In addition, ebbs and flows of funding can result in spikes in contractor and/or material costs.

The Region of Peel recommends the federal government:

- Favour an allocation-based approach for distributing infrastructure funding.

Timelines

Another important challenge with infrastructure funding has been the short timelines for applications and project completion. The Regional Public Works Commissioners of Ontario (RPWCO) and the Ontario Regional and Single-Tier Treasurers (ORSTT) have highlighted several challenges related to infrastructure funding program design:

- Proposed projects that must be abandoned (or not even considered) due to an insufficient amount of time for construction;
- Premature replacement of assets that have not reached the end of their lifecycle;
- Rushed projects that compromise the level of service or design quality (e.g. “shave and pave” transportation projects);
- Construction delays due to limited capacity in sectors whose input is needed to facilitate construction, including utility and rail companies; and
- Complications related to acquisition of land.

These challenges can result in an ineffective use of the funding offered and communities not gaining the full benefit of infrastructure investments. Over the long-term, this can affect the quality of life for a community and ultimately limits the success of infrastructure funding programs.

The Region of Peel recommends the federal government:

- Ensure that infrastructure funding programs promote the best use of funds by implementing timelines for project completion that reflect the reality of the construction and development processes.

Incrementality

While the federal and provincial governments have indicated that projects in a capital or asset management plan will not be disqualified from infrastructure funding, there is still a requirement that federal infrastructure funding not replace municipal investments. It is unclear how this works in practice. By definition, anything in a capital or asset management plan is a planned project that would otherwise be paid for through the municipal tax base or utility fees.

It is critical that federal-provincial funding and the incrementality requirement not have the perverse effect of redirecting time and resources away from essential projects that are priorities in municipal capital plans to low-priority projects that can demonstrate incrementality but that are non-essential. Furthermore, municipalities should be permitted to use federal-provincial infrastructure dollars to address gaps in infrastructure funding and the strict application of incrementality should be withdrawn.

This change to infrastructure program design would better support municipalities in funding timely infrastructure renewal and replacement based on extensive work completed through asset management and long-term financial planning and avoid the deployment of projects from future years to meet funding program guidelines.

The Gas Tax allows for projects to be funded that are in a capital or asset management plan, so long as the municipality can demonstrate that the funding is increasing average spending over a period of time, thus resulting in an incremental increase in infrastructure investment overall.

The Region of Peel recommends the federal government:

- Provide clarity regarding the principle of incrementality and how municipalities can demonstrate that federal funding will not replace municipal funding, and allow municipalities to use infrastructure dollars from other orders of government to address gaps in infrastructure funding.

Thank You

The Region of Peel understands that outcomes are always greater when all stakeholders, including the federal and provincial governments, work together to serve the residents and businesses of our communities. Peel will continue to work with the federal government as it seeks to improve the quality of life for all residents. Thank you for your support.



2018 Region of Peel

Federal Pre-Budget
Submission

2018 Region of Peel

Provincial Pre-Budget Submission





Introduction

Located in the heart of the Greater Golden Horseshoe, the Region of Peel is made up of the cities of Brampton and Mississauga and the Town of Caledon. Peel is the second largest municipality in Ontario with a population of 1.4 million people – approximately 10 per cent of the population of Ontario. Peel is also a fast-growing community as its population is expected to increase to almost 2 million people by 2041. In addition, by this same time period 20 per cent of all jobs in the Greater Toronto and Hamilton Area will be located in Peel.

The Region of Peel's strategic vision is to build a *Community for Life* where everyone enjoys a sense of belonging and has access to the services and opportunities they need to thrive throughout each stage of their lives. Achieving this vision and accommodating the anticipated growth will require community stakeholders and all levels of government to work together to ensure the right infrastructure, programs and services are in place.

The Region of Peel's pre-budget submission identifies seven strategic priorities for the provincial government to consider as it plans investments for the 2018 Budget.





Summary of Recommendations

Affordable Housing

- Provide long-term, sustainable capital and operational funding for affordable housing, including the current housing stock and new rental development.

Transportation

- Complete the environmental assessment for the Greater Toronto Area West Corridor and implement measures to protect the corridor.

Low-Carbon Healthy Communities

- Set criteria for infrastructure investments that achieve improved public health and climate change outcomes.

Waste Management

- Invest in waste infrastructure to increase resource recovery and strengthen end-markets for recovered resources.

Supports for Seniors

- Enhance dementia and responsive behaviour supports across the long-term care sector through funding that aligns with increasing resident care needs, dedicated and consistent training related to person-centred dementia care, enhanced specialized supports and supportive structural design.
- Address inequities in funding for home and community care services using a provincial resource allocation strategy that recognizes the needs of high growth communities, increased capacity needs of the home and community sector and supports caregivers.

Mental Health and Addictions Funding

- Address historical inequities in funding for mental health and addictions services in Peel to support improved access to services within the community and ensure that funding matches community needs and reflects demographic changes.

Affordable Housing

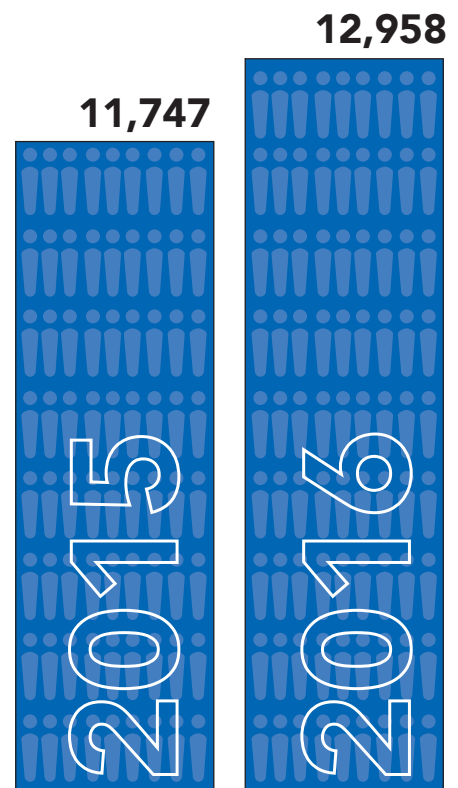
Nothing is more important to our safety and well-being than having a secure place to live – a home. Unfortunately, many in Peel struggle to find a home they can afford. The Region of Peel has one of the longest waitlists for subsidized housing in Ontario and the need is growing.

- As of December 2016, there were 12,958 households on the centralized wait list for subsidized housing and the average wait time was six and a half years.
- This is an increase from 11,747 households (+10.3 per cent) and 5.9 years (+10.2 per cent) respectively in 2015.
- In addition, 14,861 individuals accessed a Region of Peel Emergency Shelter in 2016.

The Region of Peel is appreciative of the significant support it receives from both the provincial and federal government for affordable housing. Working together, much has been accomplished, including the construction of almost 1,400 housing units since 2005. However, while housing is a shared responsibility among all three levels of government, the cost of addressing needs within the housing system in Peel has grown beyond available financial resources.

- An additional \$109 million per year would be required to subsidize the 12,958 households on the centralized wait list.
- It is also estimated that the funding gap for state of good repair in Peel’s subsidized housing system is over \$350 million within the next 10 years.

While the extension of the Investment in Affordable Housing for Ontario program provides funding certainty over the short-term, long-term capital funding is needed to maintain the existing social housing stock and increase the construction of new affordable housing. For housing providers, including those facing the expiry of operating agreements, the greatest challenge is to secure ongoing capital and operational funds for the maintenance, repairs and restoration of buildings.



Number of households on the centralized wait list for subsidized housing

Municipalities are also concerned about the tight timelines associated with executing funding agreements. Long-term, sustainable capital and operational funding would strengthen the Region of Peel's ability to address its local housing needs and to plan for the future.

Moving forward, as the federal government seeks to deliver on commitments made through the National Housing Strategy, the Region of Peel encourages the provincial government to increase its commitment to housing and to work collaboratively with its municipal and federal partners to address housing system needs.

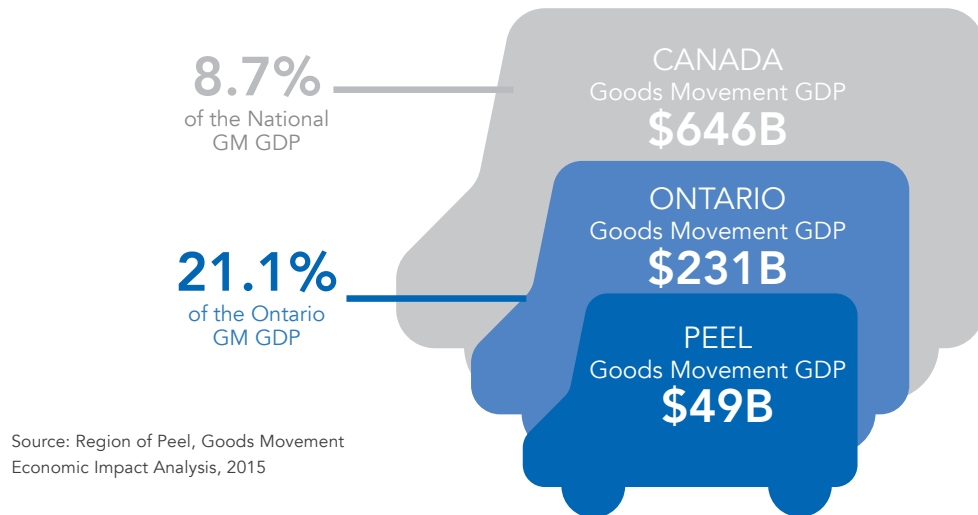


The Region of Peel recommends the Ontario government:

- Provide long-term, sustainable capital and operational funding for affordable housing, including the current housing stock and new rental development.

Transportation

An effective road network is vital for the local economy. It is how food reaches our grocery stores, factories receive their parts, businesses distribute their products and increasingly, how consumers receive their goods. In Peel, approximately 68,000 vehicles transport goods every day. In addition, the goods movement industry in Peel accounts for 21 per cent of the goods movement gross domestic product province-wide.



In Peel, traffic congestion remains a significant concern. It is estimated that the annual cost of congestion in the Greater Toronto and Hamilton Area (GTHA) in lost economic productivity is \$6 billion. To help alleviate congestion and support Peel municipalities in accommodating the projected growth of 600,000 people through to 2041, provincial investment should be prioritized in regional and municipal transit infrastructure projects that promote transit-oriented development and mobility hub initiatives such as:

- Completion of Regional Express Rail for the Lakeshore and Kitchener Corridors; and
- Increased frequency of the Milton GO rail line.

While Peel is supportive of public transit investment, it is not the only solution. With the densest network of 400 series highways in Ontario, new and improved highway infrastructure will continue to be needed. The completion of the Greater Toronto Area (GTA) West Corridor environmental assessment and selection of a preferred route represents a key component necessary to complete long-range transportation and land-use planning in Brampton and Caledon, and will serve to complete an integrated highway network by connecting to Highway 410 and Highway 427.

The Region of Peel recommends the Ontario government:

- Confirm that it will complete the environmental assessment for the GTA West Corridor and implement measures to protect the corridor.

Low-Carbon Healthy Communities

The way a community is built can affect the health of its members and the environment. In the past, communities were primarily designed and built to accommodate automobile traffic. In communities like Peel that have experienced rapid growth, one of the consequences of this type of development has been traffic congestion resulting in:

- Commuters sitting for longer periods of time when traveling to work and getting home, which can have negative health and quality of life impacts; and
- Vehicles spending more time on the road which contributes to lost productivity and an increased amount of greenhouse gases being emitted into the environment.

Building low-carbon healthy communities for the future depends on infrastructure decisions made today. For instance, strategic investments that promote both public and active transportation can:

- Reduce the number of vehicles on our roads;
- Decrease sedentary behaviours among residents; and
- Reduce greenhouse gas emissions and other air pollutants.

These strategic investments will be increasingly important moving forward as Peel's population is expected to grow from the current 1.4 million people to almost two million by 2041. As such, it is essential that infrastructure investment target projects that promote improved public health and climate change outcomes.

The province's *Building Better Lives: Long-Term Infrastructure Plan 2017* is a step forward in addressing municipal infrastructure needs across Ontario as it acknowledges the need to integrate climate change considerations with infrastructure planning. By working with municipal and federal partners, strategic provincial investments supporting public and active transportation can help to create healthier and greener communities.



The Region of Peel recommends the Ontario government:

- Set criteria for infrastructure investments that achieve improved public health and climate change outcomes.

Waste Management

Peel residents generate approximately 500,000 tonnes of waste each year. As Peel continues to grow, the amount of waste generated is expected to increase. A shift from disposal to resource recovery is necessary to support healthy communities and move towards a circular, low-carbon economy.

Peel is committed to diverting food and organic waste from landfill to support the goals set out in the province's Strategy for a Waste-Free Ontario. Peel is also committed to achieving a 75 per cent waste diversion target by 2034.

Achieving those goals will require both community participation and development of new processing technologies such as Anaerobic Digestion and Mixed-Waste Processing to ensure that recyclable and compostable materials are diverted from landfills.

Investment in waste processing facilities is essential to increase the recovery of recyclable materials, nutrients from organic materials, and to produce low-carbon fuels that can be used in place of fossil fuels. Resource recovery and waste diversion could be further supported by creating and strengthening end-market opportunities for recovered resources.



The Region of Peel recommends the Ontario government:

- Invest in waste infrastructure to increase resource recovery and strengthen end-markets for recovered resources.

Supports for Seniors

Similar to other jurisdictions across Ontario, seniors (individuals aged 65 and older) are the fastest growing age group in Peel. By 2041, the number of seniors in Peel is expected to increase by 134 per cent, from 177,000 to 415,000. At that time, one in five residents will be a senior citizen.

The Region is committed to delivering high quality services that meet the needs of seniors, however as the aging population grows and changes, sustainable provincial funding and supports for seniors along the entire care continuum are required.

Dementia Supports across the Long-Term Care Sector

Seniors entering long-term care have increasingly complex care needs including high levels of cognitive impairments and dementia. The Region of Peel has been impacted by this trend, with the number of residents diagnosed with dementia across our five homes increasing from 37 per cent in 2010 to 65 per cent in 2016.

As a result, the Region is committed to implementing evidence informed, innovative approaches to dementia care in all of our homes. This includes the redevelopment of one of Peel's homes into a dementia-friendly service hub that will enable seniors in the community to age in place. Peel commends recent provincial commitments to increase the number of long-term care beds in the system and the number of direct hours of care per resident. However, these investments do not take into consideration the added supports required to support residents with responsive behaviours (aggression, agitation, hallucinations, and/or wandering), or enhance quality of life for residents.



Moving forward, the provincial government should ensure investments adequately account for the increasingly complex care needs of long-term care residents by:

- Re-evaluating the funding model for residents with dementia to ensure that funding matches staffing resources to resident care needs;
- Providing funding to build staff competencies related to person-centred dementia care, complemented by continued enhancement specialized support programs, including Behavioural Supports Ontario and specialized Nurse Practitioners; and
- Investing in supportive structural design of long-term care homes, including the redevelopment of older homes, to support successful management of responsive behaviors and improve quality of life for residents.

The Region of Peel recommends the Ontario government:

- Enhance dementia and responsive behaviour supports across the long-term care sector through funding that aligns with increasing resident care needs, dedicated and consistent training related to person-centred dementia care, enhanced specialized supports and supportive structural design.

Home and Community Care Supports

As healthcare demands associated with a growing and aging population continue to climb, home and community care services, including services like Peel's adult day service and respite care programs, play an increasingly important role in mitigating healthcare costs and allowing seniors to stay at home longer. While the province has invested \$750M over three years (2015 to 2018) to build the capacity of the home care sector, the two Local Health Integration Networks (LHINs) serving Peel (Central West and Mississauga Halton) continue to face service pressures linked to both historical and existing funding disparities, receiving the lowest per patient funding in the province. Lower per patient funding limits the types of supports and availability of home care services for Peel's residents resulting in unmet demands and waitlists.

While the province has made recent efforts to address funding inequities through lump sum payments to underfunded LHINs, current funding formulas do not accurately account or compensate for high-growth and high-demand communities and other projected system pressures, meaning that existing funding inequities for home and community supports in Peel continue to be perpetuated.

The Region of Peel recommends that the Ontario government:

- Address inequities in funding for home and community care services using a provincial resource allocation strategy that recognizes the needs of high growth communities; increased capacity needs of the home and community sector and supports caregivers.

Mental Health and Addictions Funding

While Peel is growing faster than the provincial average, per capita funding for mental health and addictions services for both LHINs serving Peel (Central West and Mississauga Halton) are among the lowest in Ontario.

Funding shortages can translate into limited community supports, longer wait times or unmet needs that may show up as emergency department visits or interactions with the police. This is amplified by system navigation issues, given mental health services for children and youth are disconnected from all other health services, and that fifteen different ministries play a role in service delivery and coordination.

Through Ontario's mental health and addictions strategy, the province committed to implementing needs-based funding for all mental health and addictions services across the lifespan. While the Ministry of Children and Youth Services has committed to rolling out a needs-based funding model for children and youth services in the spring of 2018, the Ministry of Health and Long-Term Care has yet to announce their plans to move forward with a similar approach.

At this time, Peel is looking for the province to demonstrate its commitment to address funding inequities by:

- Rolling out its needs-based funding model for children and youth services in 2018; and
- Moving forward in a timely manner with a similar needs-based funding model across the lifespan.

The Region of Peel recommends the Ontario government:

- Address historical inequities in funding for mental health and addictions services in Peel to support improved access to services within the community and ensure funding matches community needs and reflects demographic changes.

Thank You

The Region of Peel understands that outcomes are always greater when all stakeholders, including the provincial and federal governments, work together to serve the residents and businesses of our communities. Peel will continue to work with the provincial government as it seeks to improve the quality of life for all residents. Thank you for your support.

2018 Region of Peel

Provincial Pre-Budget
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**ADDITIONAL MATERIALS
DISTRIBUTED AT MEETING**

APPENDIX I
GOVERNMENT RELATIONS UPDATE

Dated: January 23rd, 2018. Version 1

AMO's Initial 2018 Provincial Election Party Platform Analysis

AMO's Lens on the Election

- **Local Share: A 1% HST increase (\$ 2.5 billion) dedicated to municipal infrastructure would offer financial sustainability to municipal governments year over year.** Ontario's municipal governments collectively face a \$4.9 billion a year funding gap every year looking forward for the next 10 years consisting of infrastructure and operational costs, most of which are directed by provincial laws and regulations. Relying on the property tax base to address this gap is not sustainable and continues to put upward pressure to significantly increase property taxes each year or reduce services. The political parties are challenged to outline their plan for addressing the fiscal sustainability problem.
- **Local Say: Provincial laws and regulatory standards need to reflect the diversity of Ontario's municipal governments.** All too often there is a one-size fits all approach. The Province needs to actively listen and act, giving municipal governments the respect and trust to make policy decisions that fit their community, not Queen's Park.
- The platform promises that have been made public follow. More are expected in the coming weeks. We will be analyzing party commitments against AMO's Local Share/Local Say Lens as more information is known. The Lens will be the basis of the questions AMO's members should ask throughout the election, as will AMO.
- The language used to describe campaign commitments in this document is paraphrased from the cited party sources. We have added some facts for context as well as links to specific party documents.

| AMO's Election Questions "Local Share, Local Say" | Progressive Conservative Party of Ontario Source: "People's Guarantee" Official Platform document + early Discussions with Party Officials https://www.ontariopc.ca/peoplesguarantee | Liberal Party of Ontario Source: Leader's Remarks at the 2017 AMO Conference | Ontario New Democratic Party Source: "It's About Change. It's About You."* And Leader's remarks at the 2017 AMO Conference https://www.ontariondp.ca/vision | Green Party of Ontario "Our Priorities" Source: Party Website https://gpo.ca/priorities/ |
|--|--|--|--|--|
| How do the platforms propose to help municipal governments make financial ends meet? | A PC government would: <ul style="list-style-type: none"> • Restore the \$70 million cut from the Ontario Municipal Partnership Fund (OMPF) since the OMPF phasedown began in 2013 (by the end of a four-year mandate). • Allow pooling of similar projects under the Ontario Community Infrastructure Fund (for those 100,000 or under) and promote public-private partnership opportunities under the program. | A Liberal government would: <ul style="list-style-type: none"> • Engage with municipalities to discuss what comes next in terms of long-term fiscal sustainability for municipal governments and to explore potential revenue tools. • Explore extending revenue tools in the <i>City of Toronto Act</i> to other municipal governments. • Consider the next phase of uploads from municipal governments, which | An NDP government would: <ul style="list-style-type: none"> • Work collaboratively with municipalities to identify 'progressive sources of revenue'. • Match municipal operations funding in public transit on a 50/50 basis. • Put safe roads and road maintenance first. • Fairly share responsibility over housing costs and invest to repair | A Green government would: <ul style="list-style-type: none"> • Support public and mass transit within and between cities. • Increase support for social and co-op housing. • Properly fund long-term care facilities. |

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| | <ul style="list-style-type: none"> • Dedicate \$124 million for recreational infrastructure, including \$20 million for local parks (over the four-year term back ended). • Revenue sharing agreements between First Nations, municipalities and the Province for future mining, forestry, and aggregates projects. • Pursue joint and several liability reform (no details on how yet). • Fully allocate the Northern Ontario Heritage Fund and index the fund to inflation. • Upload responsibility over Toronto's subway infrastructure to the Province: investing \$5 billion in new subway lines, including \$200 million to extend the Eglinton Crosstown Project; would ask the federal government to match. • Restore funding for anti-gang and anti-gun task forces in Ottawa and Toronto. • Expand Provincial OPP Enforcement Team to combat contraband tobacco to include local police forces and provide with necessary tools. • Create a local infrastructure fund by enhancing the Jobs and Prosperity Fund. | <p>may include roads and recreational infrastructure.</p> <ul style="list-style-type: none"> • Explore the potential for uploading policing and emergency service costs. | <p>social housing and shelters across Ontario (no details on how yet).</p> <ul style="list-style-type: none"> • Fairly share responsibility over transit, housing, and childcare. • Ensure fair access to funding for Northern and Rural communities. • Invest in infrastructure. • Make sure the federal government pays its fair share for infrastructure projects. • Equip police services with the staff and resources they need for the challenges they face. • Properly fund counselling services for survivors of domestic and sexual assault. | |
| <p><i>How would the platforms improve service outcomes?</i></p> | <ul style="list-style-type: none"> • Sell surplus provincial land to build housing or give to municipalities to build affordable housing. • Create 15,000 new LTC beds in five years, 30,000 over ten years. | <ul style="list-style-type: none"> • N/A, AMO will analyze once the official platform is released. | <ul style="list-style-type: none"> • Prioritize family access to affordable, quality childcare regardless of income or location. Supports would be dedicated to non-for-profit childcare. • Create more affordable housing by investing in social housing and co-op | <ul style="list-style-type: none"> • Create a provincial child care strategy. • Support a basic income guarantee that will help assist people during transitions such as between jobs, starting a family, etc. |

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| | <ul style="list-style-type: none"> • Reduce hospital and emergency wait times. • Restore \$50 million to seniors' preventative therapy services budget. • Invest \$1.9 million to build a comprehensive mental health system. • Create task force to study access shortages to family doctors and specialists across the province. • Create a new Child Care Refund to cover up to 75% of childcare expenses or \$6750 per child. • Create 100,000 new licenced childcare spaces. • Require new elementary schools to have some form of child care space. • Cut approval times for new child care spaces. • Reform the home care sector so that administrative costs are cheaper and more money goes towards care. • Address justice delays by appointing more judges. • CCTV technology in court facilities that don't already have them. • Expand Crisis Outreach and Support Team Pilot Project to divert people in crisis towards mental health workers and away from police contact. • Sell air rights about GO Stations and provincial transit stations to increase housing stock. | | <p>housing, focusing on multi-unit residences.</p> <ul style="list-style-type: none"> • Reform social assistance in Ontario using a Social Assistance Review Committee. • Work with municipalities and local community organizations to support affordable, accessible recreation ranging from sports fields, to arenas, to curling rinks, to community hubs, and libraries. • Invest in quality long-term care and improving both home care and palliative care. • Improving quality and access to mental health supports. • Make homelessness prevention a priority. • Invest in addiction, rehabilitation, detox centres, and harm reduction services. • Provide new emergency supports devoted to delivering urgent mental health care. • Immediate moratorium on cuts to nurses and health care workers until a comprehensive staffing and HR framework is developed. • Guarantee access to health services for people within five days and increase number of care hours people receive. | <ul style="list-style-type: none"> • Make phone and online therapy sessions available and covered by the Province. • Increase funding to address the wait times for publicly available therapy. |

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| | | | <ul style="list-style-type: none"> Improve access to primary care providers. | |
| <p><i>How do the platforms enhance prosperity for the broader community? (e.g. schools, post-secondary, hospitals)</i></p> | <ul style="list-style-type: none"> Make broadband and cellular infrastructure projects eligible under OCIF and dedicate \$100 million towards these projects. Improve job information portal. Review and quicken foreign credential processes. Ensure greater provincial control over the Provincial Nominee Program. Eliminate barriers preventing forestry industry from flourishing and give industry a seat at the international negotiating table. Integrated tourism strategy, with focus on Northern Ontario Tourism. Roads to the Ring of Fire. Streamline existing media tax credits to promote the film and television sector. \$50 million to clean the Great Lakes. Create a special mining working group. Create a special agricultural task force. | <ul style="list-style-type: none"> N/A, AMO will analyze once the official platform is released. | <ul style="list-style-type: none"> Ensure access to broadband internet services for all Ontarians, particularly in rural and northern areas. Make sure the Ontario Immigrant Nominee Program is responsive to the labour market. Partner with non-profit organizations, settlement service providers, employers and municipalities to create job opportunities and settlement services in rural, remote and northern communities to address the unique challenges these communities face in attracting and retaining immigrants. Work with professional associations and the federal government to streamline the foreign credential recognition process. Encourage innovation clusters across Ontario. Help small businesses by overhauling Ontario's Business Supports Programs. Create a comprehensive food and water strategy working with farmers, fishers, Indigenous people, city organizers, and more. | <ul style="list-style-type: none"> Stop the monopoly of marijuana so small businesses and local farmers can benefit local economies. Reduce income inequality by making electricity and housing more affordable for people. Support continuing education to help fill skill gaps in communities or to assist individuals in kick starting their own small enterprises. |

| AMO's Initial 2018 Provincial Election Party Platform Analysis | | | | |
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| | | | <ul style="list-style-type: none"> • Work with colleges and employers to ensure college graduates are ready for the workforce. • Work with tradespeople, employers and educational institutions so that there are opportunities for education and apprenticeships. • Support small businesses through government procurement. • Pursue an auto and manufacturing strategy, including to make Ontario a leader in driverless, hybrid, and electric vehicle technology. • Advance the Ring of Fire project. • Support media and culture industries by creating competitive tax credits and by working with municipalities to streamline zoning opportunities for innovative production spaces. • Commitment to help post-secondary students graduate debt free. | |
| <p><i>How do the platforms promote a Local Say?</i></p> | <ul style="list-style-type: none"> • Increasing municipal input into provincial growth plans. • Restore local planning authority over renewable energy projects. • Amendments to <i>the Planning Act</i> to reduce approval of permits timelines, encouraging regular zoning updates. | <ul style="list-style-type: none"> • N/A, AMO will analyze once the official platform is released. | <ul style="list-style-type: none"> • Recognize the regional, economic, social, and cultural diversity of Ontario municipalities and make sure the Province holds up its fair share of responsibility. • Allow municipal governments to pursue inclusionary zoning to increase affordable housing. | <ul style="list-style-type: none"> • Support community energy plans to reduce greenhouse gas emissions and the use of fossil fuels, lower energy consumption. • Encourage complete street design that make it safe for all users: drivers, pedestrians, cyclists, and those with accessibility needs. |

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| AMO's Initial 2018 Provincial Election Party Platform Analysis | | | | |
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| <p><i>Do the platform promises value municipal governments?</i></p> | <ul style="list-style-type: none"> • Provide explicit explanations as to why projects are denied under the Ontario Community Infrastructure Fund to increase provincial accountability and to improve the future success of an application. | <ul style="list-style-type: none"> • Commitment to initiate conversations about the next phase of uploads. | <ul style="list-style-type: none"> • Repair the provincial government's relationships with municipalities by making a "new deal with cities and towns". | <ul style="list-style-type: none"> • N/A, AMO will analyze once the official platform is released. |



REFERRAL TO _____
 RECOMMENDED _____
 DIRECTION REQUIRED _____
 RECEIPT RECOMMENDED _____

To: Members of Regional Council **Date:** February 28, 2018
From: Strategic Public Policy and External Relations, Financial Policy & Strategic Initiatives **Subject:** Summary of the 2018 Federal Budget

On February 27, 2018, the Honourable Bill Morneau, Minister of Finance tabled the federal government’s 2018-19 budget, [Equality + Growth: A Strong Middle Class](#). While the previous two budgets have included significant investments in municipal infrastructure, such as transit and housing, this year’s budget contains much less for local governments. A key distinction between this budget and previous ones is the major focus on promoting gender equality.

This briefing note provides highlights from the following sections of the budget, **focusing on items which may have implications for Region of Peel operations and local residents:**

- Chapter 1 – Growth
- Chapter 2 – Progress
- Chapter 4 – Advancement
- Chapter 5 – Equality
- Economic and Fiscal Outlook

A summary of the Federation of Canadian Municipalities’ response to the 2018 federal budget is also provided.

Chapter 1 – Growth

New Canada Workers Benefit (CWB)

- Building on the former Working Income Tax Benefit, Budget 2018 proposes to introduce the CWB, a tax benefit which aims to increase the income of low-income workers.
- Starting in 2019, the proposed CWB would increase both maximum benefits and the income level at which the benefit is phased out.
- In an effort to ensure all who are eligible receive the CWB, amendments are being proposed that will allow the Canada Revenue Agency to automatically determine whether tax filers are eligible for the benefit. As a result, it is estimated that an additional 300,000 low-income workers will receive the benefit.

Implications for Peel

- The new CWB may support Peel’s efforts related to the Term of Council Priority to *reduce poverty*.
- A concern raised in Peel is that there are people who are eligible for government benefits but are not receiving them because they do not apply. The federal government is attempting to address this by determining eligibility automatically through the tax filing process.

Canada Child Benefit (CCB)

- As committed in the *2017 Fall Economic Statement*, the CCB will be indexed to keep pace with the cost of living starting in July 2018. Indexing the CCB is expected to provide an additional \$5.6 billion to Canadian families over the 2018–19 to 2022–23 period.

Canada Pension Plan (CPP) Enhancement

- Announced in 2016, the CPP Enhancement will be phased in gradually starting in 2019 such that it will raise the maximum CPP retirement benefit by up to 50 per cent over time.

Implications for Peel

- Increases to the CCB and the CPP Enhancement may support Peel's efforts related to the Term of Council Priority to *reduce poverty*.
- Peel has a growing seniors population and the CPP Enhancement may help seniors in the future to be more financially independent.

Rental Construction Financing Initiative

- In April 2017, Canada Mortgage and Housing Corporation launched the Rental Construction Financing Initiative, which was to provide \$2.5 billion in low-cost loans to support the construction of new rental housing.
- Through Budget 2018, the federal government proposes to increase the amount of loans provided by the Rental Construction Financing Initiative from \$2.5 billion to \$3.75 billion over the next three years.

Implications for Peel

- The Rental Construction Financing Initiative may support Peel's efforts related to the Term of Council Priority to *increase affordable housing*.
- There is a need for more rental housing options in Peel as evidenced by a low vacancy rate (1% in 2017) and this initiative may support the construction of rental units in Peel.

Pay Equity Legislation

- To help ensure that employees in federally regulated workplaces receive equal pay for work of equal value, Budget 2018 proposes to move forward with new proactive pay equity legislation.
- This legislation would apply to approximately 1.2 million employed individuals across Canada.

New Employment Insurance (EI) Parental Sharing Benefit

- Budget 2018 proposes to introduce a new EI Parental Sharing Benefit. This new benefit would provide an additional five weeks of benefits when both parents agree to share parental leave.
- This incentive is expected to be available starting June 2019.

Implications for Peel

- Pay equity legislation and the new EI Parental Sharing Benefit aims to support the federal government's objective of greater gender equality and these initiatives may affect a number of Peel residents.

Early Learning and Child Care

- Budget 2018 does not commit any new funding for early learning and child care.
- Budget 2017 committed \$7.5 billion over 11 years starting in 2017-18 to be delivered through bilateral agreements.

Employment

- Budget 2018 proposes to:
 - Double the work placements for youth through the Canada Summer Jobs program in 2019–20;
 - Provide \$448.5 million over five years, starting in 2018–19, to modernize the Youth Employment Strategy; and
 - Invest \$19.9 million over five years, starting in 2018-19, for a new Apprenticeship Incentive Grant for Women, a five-year pilot project providing up to \$6,000 over two years to women entering male-dominated Red Seal trades.
 - Provide \$31.8 million over three years, starting in 2018–19, to launch a three-year pilot to support employment programming for newcomer women who are also members of visible minorities.

Implications for Peel

- The employment initiatives listed above may help support youth and women, including newcomers, to access employment in Peel.
- These initiatives may also serve to supplement employment resources offered through the Region of Peel, and Peel staff may be able to refer residents with employment needs to these programs.

Chapter 2 – Progress

Labour Market Transfer Agreements

- New agreements that are expected to come into force on April 1, 2018, will provide an additional \$2.7 billion over six years, starting in 2017–18, to provinces and territories to address skills and training needs.

Implications for Peel

- Employment agencies in Peel may benefit from increased funding for Labour Market Transfer Agreements. This, in turn, can benefit residents seeking employment.

Rural Broadband

- Budget 2018 proposes funding of \$100 million over five years for the Strategic Innovation Fund, with a particular focus on supporting projects that relate to low Earth orbit satellites and next generation rural broadband.

Implications for Peel

- Investment in broadband internet can provide economic development opportunities and may benefit the Town of Caledon.

Chapter 4 – Advancement

Carbon Pricing and Climate Change

- As previously announced, the federal government is developing a federal carbon pollution pricing system that would apply in provinces and territories upon request, and in provinces and territories that do not have a pricing system in place that meets the federal standard by the end of 2018.
- The direct revenue from the carbon price on pollution under the federal system will be returned to the province or territory of origin.
- To support the development and implementation of the federal carbon pollution pricing system, Budget 2018 will provide \$109 million over five years, starting in 2017–18, to the Canada Revenue Agency and Environment and Climate Change Canada to implement, administer and enforce the federal carbon pollution pricing system.
- Budget 2018 proposes to allocate \$20 million over five years, starting in 2018–19 to help ensure actions established in the Pan-Canadian Framework on Clean Growth and Climate Change are transparent and informed by science and evidence.

Implications for Peel

- The provincial government is currently implementing a cap and trade program which meets the federal government’s standard. Depending on which provincial party forms the next Ontario government, the province’s carbon pollution pricing system may change after the 2018 provincial election.
- Federal investments to support actions established in the Pan-Canadian Framework may support Peel’s efforts related to the Term of Council Priority to *adapt to and mitigate the effects of climate change*.

Refugee Resettlement

- Budget 2018 proposes funding of \$20.3 million over five years, beginning in 2018–19, to resettle an extra 1,000 refugee women and girls from various conflict zones around the world in Canada.

Implications for Peel

- If some of the 1,000 refugee women and girls settle in Peel, this may have an impact on the demand for local settlement services and human services.

Cannabis

- Budget 2018 proposes an excise duty framework for cannabis products aiming to help those who rely on medical cannabis, as well as keep cannabis away from youth and profits away from criminals.
- The federal government will also provide additional funding to support community-based organizations that are educating the public on the risks associated with cannabis use.
- The federal government reiterated its position that it expects the provinces to transfer a substantial portion of the revenues from the duties they will be collecting from cannabis sales to municipalities.
- The provinces will be keeping 75 per cent of the duties with 25 per cent going to the federal government.

Implications for Peel

- The federal government's commitment to keep cannabis away from youth and investment in educating the public on the risks related to cannabis use is in line with Peel's current position.
- Peel's position is that careful consideration is needed regarding private cannabis retail and potential increase in exposure to and physical availability of cannabis. A public health approach to legalization focuses on preventing and reducing the prevalence of consumption and cannabis-related harms (e.g. health harms, motor vehicle collisions).
- Economic opportunity considerations need to be balanced with public health (prevention, harm reduction) and public safety measures and investments.

Tobacco Control

- Budget 2018 includes an investment into the Tobacco Control Strategy providing \$80.5 million over five years and \$17.7 million per year ongoing to renew and enhance the federal strategy, including targeted actions to prevent tobacco use and promote tobacco cessation.
- Budget 2018 also proposes an increase of \$1 per carton in excise duty as well increases to other tobacco products.

Implications for Peel

- In 2017, it was reported that more than one tenth of Peel's population are current smokers and many residents are still exposed to second-hand smoke.
- The increased investment in the federal tobacco cessation strategy, as well as an increase in price per carton may help to decrease the number of smokers in Peel.

Opioid Crisis:

- Budget 2018 proposes to provide \$231.4 million over five years, starting in 2018–19, with \$1.9 million in remaining amortization and \$13.5 million per year ongoing, for additional measures to help address the opioid crisis. Key measures include:
 - Providing one-time emergency funding of \$150 million for provinces and territories for multi-year projects that improve access to evidence-based treatment services;
 - Launching a public education campaign to address stigma that creates barriers for those seeking treatment;
 - Improving access to public health data and analysis to better understand the opioid crisis and inform strategies to address it;
 - Equipping border agents with detection and identification tools to intercept fentanyl and other substances at ports of entry; and
 - Expanding the Substance Use and Addictions Program to develop innovative approaches to treatment and prevention.

Implications for Peel

- In 2017, it was reported that opioid-related overdose rates in Peel have doubled since 2013.
- Increased federal funding to help address the opioid crisis may support Peel's efforts to implement the actions under the Opioid Strategy for Peel which include prevention, harm reduction, treatment and enforcement.

Pharmacare

- Budget 2018 includes the announcement of the new Advisory Council on the Implementation of National Pharmacare (to be chaired by former Ontario Health Minister, Dr. Eric Hoskins).
- The Advisory Council will report to the federal Minister of Health and the Minister of Finance and will conduct an economic and social assessment of domestic and international models and will recommend options on how to move forward on a national pharmacare plan.

Implications for Peel

- Currently, Canada is the only country with a national medicare program that does not have a national pharmacare program.
- The commitment to create an Advisory Council on the Implementation of National Pharmacare marks positive progress towards a national program, but this commitment does not have funding attached to it, or a specific commitment to universal coverage.
- The Region has supported advocacy for a National Pharmacare program in the past and staff will continue to monitor progress.

Dementia

- Budget 2018 proposes to provide \$20 million over five years, starting in 2018–19, and \$4 million per year ongoing, to the Public Health Agency of Canada to support community-based projects that address the challenges of dementia.

Implications for Peel

- While the impact for Peel specifically is unclear, investments in community-based dementia initiatives align with Regional priorities related to supporting seniors with dementia both in the community and in our long-term care homes.
- Staff will continue to monitor provincial directions related to dementia including the \$101 million investment over three years committed through the 2017 provincial budget to identify Regional impacts and opportunities for advocacy.

Autism

- Budget 2018 proposes to provide \$20 million over five years for the creation of an Autism-Intellectual-Developmental Disabilities National Resource and Exchange Network (AIDE) to develop online resources, an inventory of services, employment opportunities and local programming for families across the country, based on their specific needs.
- Funding of \$9.1 million will also be provided to the Public Health Agency of Canada to support community-based projects that will support innovative program models, help reduce stigma, and support the integration of health, social and educational programs.

Implications for Peel

- The direct implications for Peel are unclear; however, individuals and families in Peel with a need for services related to autism may benefit from the federal investment.

Cyber Security

- Budget 2018 proposes \$507.7 million over five years, and \$108.8 million per year thereafter, to fund a new National Cyber Security Strategy.
- The federal government has committed to work with key partners, including other levels of government, in order to implement this plan.

Implications for Peel

- With the federal government's commitment to consult with other levels of government, there may be an opportunity for the Region to participate in the consultation.

Chapter 5 – Equality

New Gender Results Framework

- To help the federal government achieve greater gender equality in Canada, it is implementing a new Gender Results Framework.
- This Framework represents a whole-of-government tool to track how Canada is currently performing, to help define what is needed to achieve greater equality and to determine how progress will be measured going forward.
- The Framework sets out gender equality goals in the following areas:
 - Education and Skills Development
 - Economic Participation and Prosperity
 - Leadership and Democratic Participation
 - Gender Based Violence and Access to Justice
 - Poverty Reduction, Health and Well Being
- Budget 2018 is unique compared to previous budgets in that “every single decision on expenditure and tax measures was informed” by a gender-based analysis (p. 245).
- The federal government is proposing to introduce legislation that would enshrine gender budgeting in the federal government's budgetary and financial management processes.

Implications for Peel

- The federal government's efforts to promote gender equality, and specifically the goals identified in the new Gender Results Framework, may inform Peel's workplace policies and efforts related to diversity and inclusion.

Economic and Fiscal Outlook

- Current expectations by economists is for the Canadian real Gross Domestic Product (GDP) to grow by 3.0 per cent in 2017, the same rate as in the *2017 Fall Economic Statement* but higher than the 2.1 per cent originally projected in the 2017 budget. GDP is expected to grow by 2.2 per cent in 2018 and by 1.6 per cent in 2019. However, uncertainty about the future of the North American Free Trade Agreement, tighter financial conditions and ongoing market volatility are key risks to Canadian growth prospects.
- The Canadian economy added 427,300 jobs in 2017, resulting in a fall in the monthly unemployment rate to 5.8 per cent in December 2017. The unemployment rate for 2018 is estimated to be 6.0 per cent and is expected to remain stable at between 6.0 per cent and 6.1 per cent through to 2022.
- The consumer inflation rate for 2018 is projected to be 1.9 per cent, and is expected to remain relatively stable at 1.9 per cent to 2.0 per cent through to 2022.

- The deficit for 2017-2018 is estimated to be \$19.4 billion, and for 2018-2019 the deficit is expected to improve slightly to \$18.1 billion. Thereafter, it is projected to decline gradually to reach \$12.3 billion by 2022-2023. Over the same timeframe, the federal debt as a percent of GDP is expected to fall from 30.4 per cent in 2017-2018 to 28.4 per cent in 2022-2023 (see the table below).

Budget Projections

| | 2017-18 | 2018-19 | 2019-20 | 2020-21 | 2021-22 | 2022-23 |
|-----------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Budgetary Balance* | -\$19.4 B | -\$18.1 B | -\$17.5 B | -\$16.9 B | -\$13.8 B | -\$12.3 B |
| Federal debt (per cent of GDP) | 30.4% | 30.1% | 29.8% | 29.4% | 28.9% | 28.4% |

*With risk adjustment

Summary of the Federation of Canadian Municipalities' Response

The Federation of Canadian Municipalities (FCM) welcomed the federal investment to help address the opioid crisis as well as the steps taken to ensure municipalities have financial tools to safely implement cannabis legalization in their communities.

However, FCM's statement noted that the federal government also missed a key opportunity to generate frontline outcomes by expediting repairs to Canada's social housing supply to kick-start the National Housing Strategy. In its federal pre-budget submission FCM called on the federal government to government to use Budget 2018 to launch the Strategy by expediting already earmarked funds for social housing repairs.