2019
Region of Peel
Federal Election Priorities
Message from the Regional Chair and Chief Executive Officer

It is my pleasure to share with you, on behalf of Peel Regional Council, our 2019 Federal election priorities.

Peel is a rapidly growing community consisting of the cities of Brampton and Mississauga and the Town of Caledon. Peel is projected to grow from the current 1.4 million people to almost 2 million people by 2041.

The Region of Peel’s vision for Peel is Community for Life, a place 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. To meet the growing needs of Peel residents and businesses, the Region delivers services and programs using best practices based on evidence and risk-informed decision-making. This has enabled the Region to maintain a triple “A” credit rating as well as achieve Excellence Canada’s Platinum Award recognizing the Region’s leadership and commitment to continuous improvement.

While the Region is recognized as a leader in service and program delivery, the reality is that it needs help from other orders of government. Like many other municipalities across Canada, the Region is increasingly being forced to do more with less. Simply put, without sustainable funding tools the Region does not have enough money to maintain and build the necessary infrastructure and provide the appropriate level of services to support Peel’s growth.

The 2019 Federal Election presents an opportunity for Peel MP candidates to understand the fiscal constraints faced by the Region of Peel and its local municipal partners and how the Region wants to work with the next Federal government to address challenges impacting Peel residents and businesses.

I hope this information is helpful during your campaign. Please feel free to contact me should you require further information in relation to this document or Region of Peel programs and services. For more information on these or other Region of Peel priorities, please visit peelregion.ca/council/advocacy/

Sincerely,

Nando Iannicca
Regional Chair & Chief Executive Officer
Region of Peel
## Peel’s Snapshot

### POPULATION
- **1.49 million**
  Population in 2016
  (2nd largest in Ontario)
- **1.97 million**
  Forecasted population in 2041
- **47 people**
  came to Peel each day between 1996 and 2016
- **13.3 per cent**
  Brampton’s growth rate between 2011 – 2016
- **11.8 per cent**
  Caledon’s growth rate between 2011 – 2016

### EMPLOYMENT AND ECONOMY
- **175,534 businesses**
- **887,400**
  Approximate number of jobs currently in Peel
- **970,000**
  Forecasted number of jobs by 2041
- **20 per cent**
  of all jobs in the Greater Toronto and Hamilton Area will be located in Peel by 2041
- **$1.251 million**
  The total value of building permits issued in Peel in Q1 2019.

### TRANSPORTATION
- **$1.8 billion**
  Value of goods moved to, through, and from Peel every day
- **68,000 vehicles**
  transport goods over Peel’s roads on a daily basis
- **Major transportation hub**
  that includes the densest network of 400 series highways, Pearson International Airport and Canada’s two major rail roads.
Region of Peel Federal Election Priorities

Municipalities are the level of government closest to the people and are most familiar with their hopes, needs and challenges. The infrastructure (roads, bridges, transit, housing, water and wastewater and waste management) and services municipalities provide are essential to maintaining and enhancing the excellent quality of life enjoyed by its residents.

Municipalities can’t do this on their own. They need the support of our federal and provincial partners to continue to build safe, healthy and connected communities. Municipalities are vital partners with provincial and federal governments and want a modern and renewed partnership with the federal government, one in which they are around the table and regarded as true partners.

This document highlights how the Region of Peel wants to work with the next federal government to address the most pressing challenges impacting our residents and businesses. Specifically, the 2019 Region of Peel Priorities Focus on:

Modernized Municipal-Federal Partnership

Infrastructure Funding – Approach and Timing

Affordable Housing

Human Sex Trafficking

Goods Movement & Transportation Infrastructure

Investment in Waste Management Infrastructure – Increasing Resource Recovery
Modernized Municipal-Federal Partnership

One potential partnership opportunity is the New Canada-Ontario Immigration Agreement. The Region is encouraged by the new Canada-Ontario Immigration Agreement (COIA) as it demonstrates the federal and provincial governments’ commitment to engage municipalities on immigration.

While municipalities recognize that immigration is a shared provincial-federal responsibility, municipalities are the ones that provide services to new immigrants immediately upon their arrival. These services include a range of social services that support new immigrants and refugees to establish homes and contribute to their local economy.

The implementation of COIA provides an opportunity for the federal and provincial government to engage municipalities in planning and policy, including the capacity to identify needs and provide input into the allocation of funds for immigrant settlement and integration.

Greater engagement with municipalities under COIA is especially needed when considering initiatives, such as a Welcome Centre service. With Peel having the largest percentage of immigrants as part of the population in the GTA (51.5 per cent), this service delivery model would provide efficiencies and offer a one-stop approach and an opportunity for newcomers to Peel to integrate faster economically and socially with a full range of accessible supports.

The success of this model can be seen in the neighbouring regions of Durham and York where there are Welcome Centres. An evaluation conducted by Immigration, Refugees and Citizenship Canada of the Vaughan Welcome Centre indicates that most clients found it very helpful to have services in one place as it saved them time and money.

The Region of Peel recommends that the next federal government:

- Recognize municipalities as partners in immigration planning and policy, including the capacity to identify needs and provide input into the allocation of funds for immigrant settlement and integration.
Infrastructure Funding – Approach and Timing

Municipal infrastructure is the foundation for healthy, complete and resilient communities. Businesses need safe roads and bridges to deliver goods and services. Commuters need fast, efficient transportation networks to get to work. Housing, one of our most basic needs, must be affordable.

Long-term, sustainable investment in municipal infrastructure also helps the federal government achieve key priorities such as creating jobs and building an integrated transportation network that will help strengthen the economy.

Consider the following facts:

- For every one dollar increase of GDP in Peel, Canada’s GDP will increase by $1.62.
- For every dollar of municipal revenue in Peel due to growth, federal revenue increases by $6.22.

For fast-growing municipalities like Peel, providing and maintaining infrastructure is becoming increasingly difficult due to unpredictable and unsustainable funding sources. The Region relies on collaboration with the provincial and federal levels of government to plan, build and maintain the infrastructure needed to meet the needs of their communities.

The Region recognizes that the federal government through the Phase 2 of the Investing in Canada Infrastructure Plan plans to invest over $1.4 billion in infrastructure dollars in Ontario’s municipalities. While the Region looks forward to this investment, a significant challenge with federal and provincial infrastructure funding programs has been the short timelines for applications and project completion.
Restrictive timelines have been shown to impact the total cost of projects. Several municipalities have gone to market for similar materials and services and, due to the lack of availability of contractors and a high demand for materials, have experienced elevated per-unit costs. This has resulted in a reduction of purchasing power for projects by an average 30 per cent, which on a $30 billion investment would translate into $9 billion in lost purchasing power.

In addition, the Region would like an allocation-based approach for distributing infrastructure funding like the gas tax funding program. This approach is more predictable than application-based funding as it enables investments in priority projects that are consistent with each municipality’s asset management plan. As a result, it helps avoid price spikes and contractor shortages associated with application-based funding.

The Region of Peel recommends that the next federal government:

- Work with the Government of Ontario to expedite the distribution for Phase 2 funding.
- Implement an allocation-based approach for distributing infrastructure funding similar to the gas tax.
Affordable Housing

Nothing is more important to our safety and well-being than having a secure place to live – a home. Unfortunately, many low and middle-income households in Peel struggle as the housing market in the Region presents significant challenges:

• The residential rental vacancy rate fell to 0.9 per cent in 2018, down from 1 per cent in 2017 and 4 per cent in 2016 (compared to a healthy vacancy rate of 3 per cent). This makes it hard for renters to find a place to live in Peel. The average market rent across all unit types increased by 5 per cent from $1,281 in 2017 to $1,311 in 2018.

• The average resale home price in Peel fell from its 2017 peak of $722,428 to $713,214 in 2018 but remained out of reach for many households.

• As of June 2018, there were 13,726 households on the centralized wait list for subsidized housing, up from 13,597 in 2017.

• There were 13,519 stays in Peel emergency shelters in 2018.

As Service Manager for housing and homelessness, the Region effectively manages the centralized wait list, creates new housing units, maintains existing stock, and supports housing operations. The Region also plays a key role in development approvals and policy planning processes and through this work guides growth responsibly. As an infrastructure provider, the Region builds the infrastructure needed to support growth while efficiently managing financial resources.

The Region looks forward to the implementation of the National Housing Strategy (NHS), A Place to Call Home and using a portion of the more
than $4.2 billion in province-wide funding committed under the 10-year Ontario – Canada Bilateral Agreement beginning April 2019. This funding is a step forward to reduce homelessness and improve availability and quality of housing for individuals and families in need.

While the increased funding available through NHS will be a benefit, the cost of addressing critical needs in the local housing system goes far beyond the Region’s ability to pay with limited funding sources. Additional funding is required along with policy changes. In 2018, the federal and provincial governments were only paying 24 per cent of the total operating costs for housing and homelessness programs. The funding gap for capital repairs in the Region’s subsidized housing system is more than $340 million within the next 10 years.

The Region’s Peel Housing and Homelessness Plan includes working with partners to secure 20,000 units affordable to low and middle-income households over the next 10 years. While the private sector is one important partner, the Region will achieve desired outcomes for housing affordability only by continuing to build capacity and invest in people and the community housing sector.

The next federal government should work with their provincial counterparts to ensure that housing programs implemented in Ontario:

- Are well-equipped with funding and have the flexibility to provide housing for low and middle-income households based on community/neighborhood needs.
- Include significant long-term capital funding to maintain the existing social housing stock and increase the construction of new affordable housing.
- Provide funding through allocations rather than competitive processes as these are time consuming and unpredictable.
- Recognize the timelines associated with executing funding agreements.

The Region of Peel recommends that the next federal government:

- Ensure that funding through the NHS is sufficiently flexible to address local needs and engage municipalities on how this can be achieved.
- Provide long-term, sustainable capital and operational funding for affordable housing, including the current housing stock and new rental development.
Human Sex Trafficking

Human sex trafficking is a significant problem in Peel. The most current data shows that Peel Regional Police conducted over half of the human sex trafficking investigations in Canada and 62.5 per cent of Canadian cases originate in the Greater Toronto Area (GTA). Peel region and the City of Toronto are the two most common areas within the GTA in which victims are moved.

The Region of Peel along with a group of agencies in Peel have been working collaboratively to provide supports to survivors of human sex trafficking. Through this group, significant gaps in the current system have been identified including:

- the lack of a coordinated approach to prevention programs,
- the need for simplified systems navigation, and
- the need for safe, dedicated housing options.

To address human trafficking and bridge the identified service gaps for survivors, the Region of Peel is implementing the *Strategy to Address Human Sex Trafficking*. The Strategy aims to provide services that focus on the individual’s needs, are trauma-informed and based on human rights and harm reduction.

**The Strategy focuses on achieving outcomes under three pillars:**

- **Prevention** – increasing awareness of human sex trafficking through coordinated prevention and education programming.
- **Intervention** – increasing access to dedicated and reliable services that are easy to navigate for victims and survivors.
- **Exits/Housing** – increasing access to dedicated, safe and supportive housing for victims and survivors.
To address these pillars, a three-year pilot program was established consisting of the following actions:

- one safe/emergency house for immediate and secure housing
- one transitional house to help victims and survivors who are starting to rebuild their lives, and
- one service hub that will provide customized services for individuals at-risk, engaged in or transitioning out of sex trafficking.

Currently, this pilot program is only being funded by the Region of Peel. If these services are not continued at the end of the pilot, the well-being of sex trafficking victims will be put at risk.

The Region of Peel recommends that the next federal government:

- Provide long-term sustainable operational funding to support the costs of housing and support services for victims and survivors of human sex trafficking in Peel.
Goods Movement & Transportation Infrastructure

Peel is the largest transportation and goods movement hub in Ontario as well as one of the largest in North America.

- Approximately $1.8 billion worth of goods move through and across Peel every day.
- In Peel, approximately 68,000 vehicles transport goods every day.
- Goods movement-related industries account for 43 per cent of jobs in Peel which represent $29 billion in labour income.
- Goods moving industries contributed 48 per cent of all industrial/commercial taxes in Peel.
- The Peel road network serves almost half a million trucks weekly, which accounts for 50 per cent of the 951,000 weekly truck trips in Ontario.

- Peel also contains the densest network of 400-series highways in the GTHA, mainline tracks and facilities for Canada’s two major railroads – CN and CP.

Access to Toronto Pearson International Airport

Peel is also home to Canada’s largest international airport, Toronto Pearson International Airport (Pearson Airport). In 2018, Pearson Airport welcomed nearly 50 million passengers. It is estimated that the total number of passengers flying to, from or through Pearson Airport will increase to 85 million by 2037.

Pearson Airport:

- Has become the fifth most connected airport in the world
- Has access to 71 per cent of the global economy
- Generates or facilitates 86,000 jobs in Peel.
The surrounding Airport Employment Zone generates 1,000,000 trips to the area each day.

Pearson Airport is also a very important component of the goods movement industry, handling more air cargo than the Vancouver and Montreal airports combined. In fact, it is estimated that by 2037, Pearson Airport will be processing almost a million tonnes of cargo per year.

With so much activity taking place around the airport, traffic congestion and increased greenhouse gas (GHG) emissions continue to be a significant concern. To improve the movement of goods and people and reduce GHG emissions, federal investment in transportation infrastructure would help ease access to Pearson Airport. This investment will also help the federal government meet its goal to reduce its carbon pollution by 30 megatonnes per year by 2030.

**Public Transportation Investment**

With respect to public transportation, Peel has one of the fastest growing ridership levels in the GTHA:

- The number of morning peak period transit trips made by Peel residents has almost doubled from less than 40,000 in 1996 to over 70,000 in 2011.
- Brampton Transit’s annual rides per capita have increased by 43 per cent between 2007 and 2015.
- MiWay’s annual rides per capita have increased by 15 per cent between 2007 and 2015.
- In 2018, Brampton transit served over 31 million passengers and MiWay experiences an annual ridership of over 50 million.

By 2041, the Region expects an additional 300,000 vehicle trips will take place on Peel’s roadways in the morning peak period. To accommodate for this growth and meet this demand, the Region’s Long-Range Transportation Plan and Sustainable Transportation Strategy have a goal of a 50 per cent sustainable mode share. Achieving this goal will require increases in walking, cycling, and carpooling, and most importantly, transit mode share. To achieve this by 2041, Peel’s transit mode share will need to increase to 17 per cent.

All levels of government working together to implement strategic measures, through policy and infrastructure investment, will help the next federal government and the Region of Peel achieve long-term transportation and GHG reduction objectives.

**The Region of Peel recommends that the next federal government:**

- Invest in projects to support improved transportation access for people and goods around Toronto Pearson International Airport.
- Increase funding for transit infrastructure to contribute to reductions in greenhouse gas emissions.
- Work with the Government of Ontario to move forward with key strategic transit projects across Peel.
Investment in Waste Management Infrastructure  
– Increasing Resource Recovery

The Region is responsible for the collection and processing of approximately 500,000 tonnes of waste generated by Peel residents. As Peel continues to grow, the amount of waste generated will continue to increase. To manage this waste and protect our environment, the Region must continue the shift from disposing of garbage in landfills to greater resource recovery.

While the Region has developed its own extensive waste management strategies to meet this objective, support from the federal and provincial governments is needed to achieve national, provincial and municipal diversion targets.

The Region is encouraged that the federal government has developed the National Zero Waste Plastics Strategy (2018), which calls for expanding, modernizing and harmonizing collection systems across Canada to increase public participation in recycling. However, federal investment in waste infrastructure is needed as the current infrastructure does not have the capacity to handle the increasing amount of materials collected from all regions and all types of buildings, including business and public spaces. Federal investment will increase capacity to process and recover value from all types of plastic waste.

The Region of Peel recommends that the next federal government:

- Invest in waste infrastructure and technologies to increase resource recovery from plastics and recyclable materials.