

# 2018 Provincial Election



## Infrastructure Priorities

for the Region of Peel





# Peel Snapshot

## Population

- 1.38 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

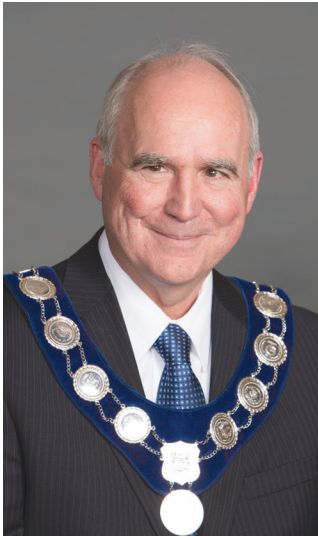
- 155,949 businesses
- 700,000 – Approximate number of jobs currently in Peel
- 970,000 – Forecasted number of jobs by 2041
- 20 per cent of all jobs in the Greater Toronto and Hamilton Area will be located in Peel by 2041
- \$3.5 billion – Value of building permits in 2016

## 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







## Message from the Regional Chair and Chief Executive Officer

It is my pleasure to share with you, on behalf of Peel Regional Council, our 2018 provincial election infrastructure priorities.

Our vision for Peel is *Community for Life*, where everyone has access to the services and opportunities they need to thrive throughout each stage of their lives. Fulfilling this vision will require Peel to be supported by a robust and well-planned system of infrastructure.

Furthermore, 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 1.38 million people to almost 2 million people by 2041. This means that we as municipal government need to ensure that our existing infrastructure is appropriately maintained and that new infrastructure is in place to accommodate the many families and businesses that will make Peel their home.

However, we can only achieve this by working with you. As such, we are identifying areas where we can work with you to address our shared priorities. The specific themes are:

### Social Infrastructure

- Affordable Housing



### Green Infrastructure

- Water and Wastewater
- Waste Management
- Low-Carbon Healthy Community



### Transportation Infrastructure

- Goods Movement and Highway Infrastructure



### Infrastructure Funding

- Allocation-Based Funding
- Timelines



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 other Region of Peel programs and services. For more information on these or other Peel Region priorities, please visit [peelregion.ca/council/advocacy/](http://peelregion.ca/council/advocacy/).

Sincerely,

**Frank Dale**

Regional Chair & Chief Executive Officer  
Region of Peel

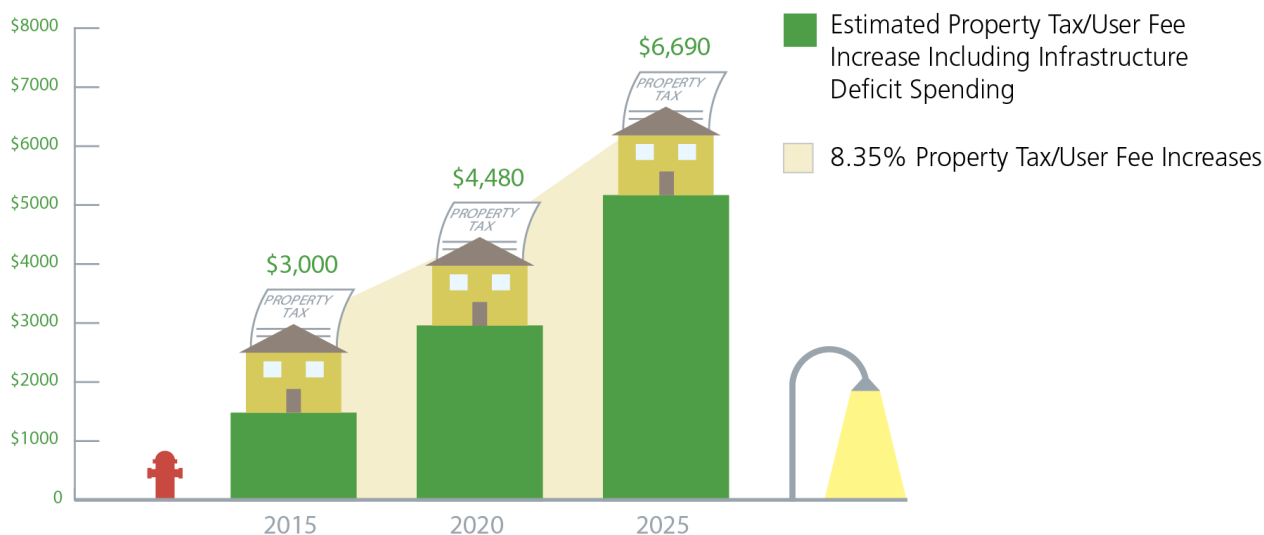
# Introduction

Municipal governments are responsible for the critical infrastructure needed to deliver the services we all rely on such as clean drinking water, good roads and bridges, and waste management.

One of the Region of Peel's most pressing concerns is maintaining existing infrastructure and building new infrastructure to meet the needs of our fast-growing community. That is why our 2018 Provincial Election Platform focuses entirely on infrastructure priorities.

The reality is that we need help from other orders of government. Peel, like many other municipalities in Ontario, 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.**



Source: Association of Municipalities of Ontario. 2017.

*Local Share: Imagining a prosperous future for our communities, p. 5.*

The current financial situation for municipalities is not sustainable. This platform highlights key areas where infrastructure investment is needed and provides recommendations for how infrastructure funding should be distributed. We call on the next provincial government to work with municipalities to address the infrastructure funding deficit.

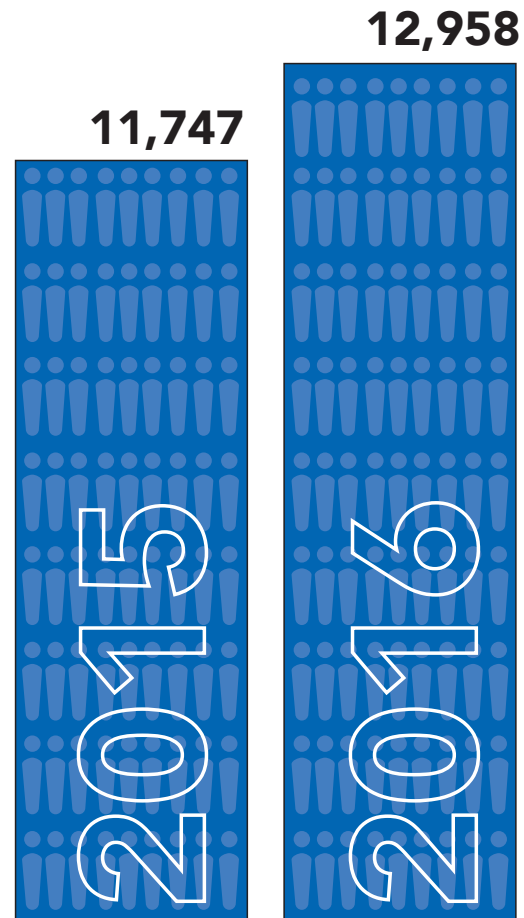
# Social Infrastructure

## 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 cost of addressing these needs, as well as others within the housing system such as repairs, retrofits and developing new housing has grown beyond the Region's ability to pay. For example, 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**

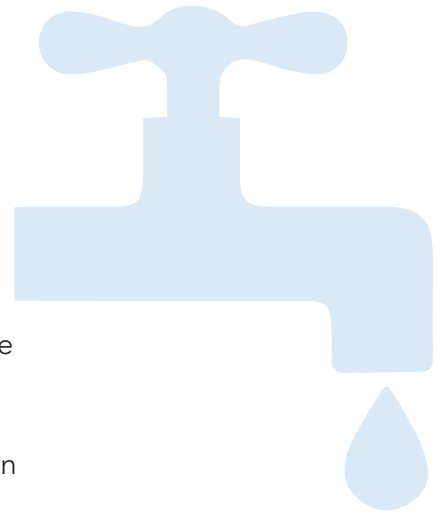
## RECOMMENDATION

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

# Green Infrastructure

## Water and Wastewater

High quality water and wastewater infrastructure is essential to provide a good quality of life for residents and for attracting business. However, the cost of maintaining this infrastructure is stretching beyond reach due to evolving needs related to climate change and flood resiliency, along with the rising cost of rehabilitating and replacing key assets. The funding gap for the water and wastewater capital plan is estimated at \$2.03 billion over the next 20 years.



Unfunded Gap Estimated at

**\$2.03B**

## RECOMMENDATION

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

## 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.



### RECOMMENDATION

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

### Low-Carbon Healthy Community

Our low-carbon healthy communities of the future are dependent on the infrastructure decisions made today. For instance, infrastructure decisions that reduce the number of vehicles on our roads will lead to a decrease in sedentary behaviours and a reduction in greenhouse gas emissions and other air pollutants. This is possible through strategic investments in infrastructure that promote public transportation and active transportation. This could be further supported by investments in fibre optic infrastructure which will allow people to work remotely while building our local and provincial economies.



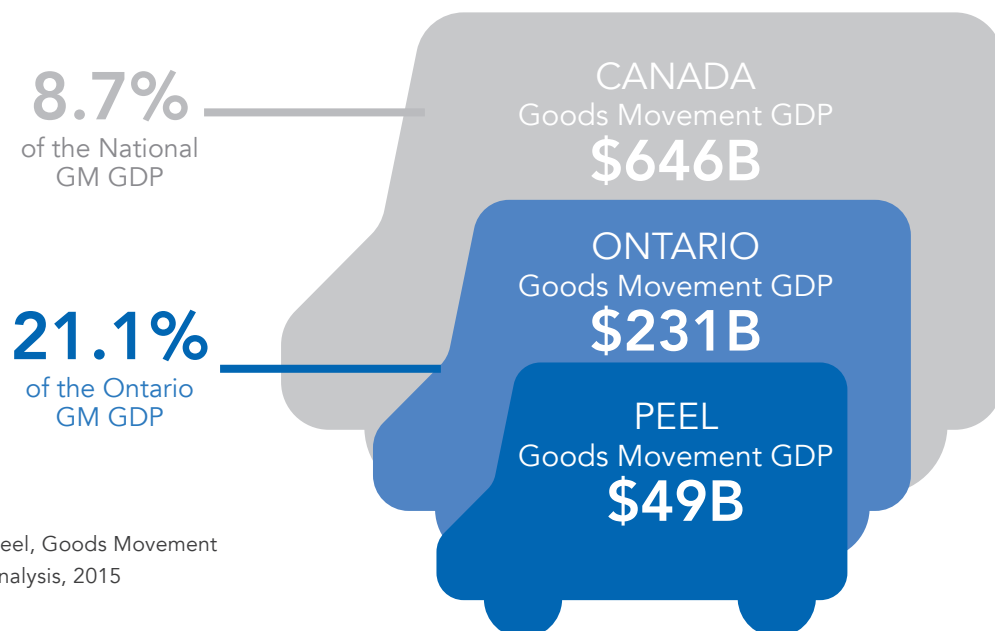
#### RECOMMENDATION

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

# Transportation Infrastructure

## Goods Movement and Highway Infrastructure

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.



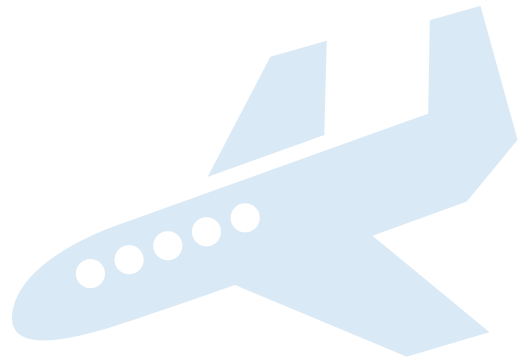
Source: Region of Peel, Goods Movement Economic Impact Analysis, 2015

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, we know that 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.

Pearson International Airport is our country's busiest airport and processes over 45 per cent of Canada's air cargo. It is directly responsible for 40,000 jobs and in 2015, it served 41 million passengers. As Pearson evolves into a mega-transportation hub, the need to relieve congestion in the surrounding area will be even greater.



### RECOMMENDATION

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.

# Infrastructure Funding

## Allocation-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. In addition, 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. Alternatively, moving to an allocation-based approach is simpler, less labour-intensive and provides a higher degree of transparency and predictability, which supports long-term municipal financial sustainability.



### RECOMMENDATION

The next Ontario government should 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.



### RECOMMENDATION

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.

# Summary of Recommendations

## 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.

## 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.

## 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.

## Infrastructure Funding

### Allocation-Based Funding

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

### Timelines

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Thank you.

2018 **Provincial** Election

**Infrastructure Priorities for  
the Region of Peel**

