

## Appendix I: Update on the Region's Advocacy Priorities

ADVOCACY PRIORITY/POSITION	GOVERNMENT ACTION/NEXT STEPS
<p><b>1. Federal and Provincial Funding for Associated COVID-19 Costs</b></p> <ul style="list-style-type: none"> <li>The Region has identified a number of short, medium and long-term measures to address the immediate financial impacts of COVID-19 and to stimulate economic recovery. <ul style="list-style-type: none"> <li><i>Short-term:</i> That the Province continue to work with the federal government to provide, (1) additional funding to offset incremental costs and loss of revenue associated with the COVID-19 pandemic (2) infrastructure funding to stimulate economic recovery, and (3) income support and additional measures to support essential workers (<i>Infrastructure is dealt with in the Stimulus Infrastructure Funding row below</i>).</li> <li><i>Medium-term:</i> Undertake a review of provincial-municipal responsibilities</li> <li><i>Long-term:</i> Engage in discussions on the need for updated municipal revenue sources and tools to address the changing needs of local communities</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Since the last GRC Update (October), the Region has been allocated the following funding: <ul style="list-style-type: none"> <li>\$24,618,471 in Recovery Funding for Municipalities program (March 4, 2021)</li> <li>\$5,891,606 in incremental Reaching Home funding (October 8, 2020)</li> <li>\$200,000 in Temporary COVID Isolation Emergency Support funding (December 24, 2020)</li> <li>+\$9,747,382 in Phase II Social Services and Relief Fund funding (October 26, 2020)</li> <li>+\$5,669,000 in Phase II Social Services and Relief Fund funding (December 15, 2020)</li> <li>\$10,703,506 in Social Services and Relief Fund funding to help the Region respond to an increase in COVID-19 cases in some emergency shelters and help keep vulnerable people safe (March 10, 2021)</li> <li>\$313,338 in one-time mental health and addictions funding (January 13, 2021)</li> <li>\$6,510,487 in Safe Voluntary Isolation Sites funding</li> <li>\$4,299,227 in Paramedic and Dispatch Centre funding (January 19, 2021)</li> <li>\$14,081,000 in Public Health funding dedicated to supporting extraordinary costs associated with monitoring, detecting, and containing COVID-19 (December 30, 2020)</li> <li>\$95,700 in Public Health funding for Case and Contact Management Solution (December 30, 2020)</li> <li>4,288,000 in School-focused Nurses Initiative funding (December 30, 2020)</li> <li>\$494,900 in Temporary Pandemic Pay Initiative funding (December 30, 2020)</li> <li>\$135,925 in Temporary Wage Enhancement funding (November 25, 2020)</li> <li>\$91,944 in Temporary Wage Enhancement funding (February 12, 2021)</li> <li>+\$20,581,000 in Phase II Safe Restart funding for COVID-19-induced operating costs (December 2020)</li> <li>+\$1,108,086 in Phase II Safe Restart municipal transit funding (December 15, 2020)</li> <li>Peel will be eligible to receive up to \$701,856, under Phase II Safe Restart municipal transit funding to support COVID-19 municipal transit financial impacts between Oct. 1, 2020 and March 31, 2021. The Region will also be eligible to receive an allocation of up to \$406,230 to address additional pressures based on ridership. Revised Phase 3 allocation of \$528,099.</li> <li>\$6,699,780 in Childcare and EarlyON funding (February 2, 2021)</li> <li>\$18,705,389 as an Investing in Canadian Infrastructure Program (ICIP) COVID-19 infrastructure Resiliency Stream funding allocation (November 16, 2020)</li> <li>Up to \$550,000 for two Regional projects under the Audit and Accountability Fund (March 1, 2021)</li> </ul> </li> </ul>

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	<ul style="list-style-type: none"> <li>• Funding received as part of the Safe Restart funding agreement must be demonstrated to have been spent on addressing priority COVID-19 operating costs and pressures.</li> <li>• Based on the information received, program-specific funding may need to be returned to the province, if it remains unspent.</li> <li>• Peel has been among the hardest hit communities by COVID-19 and the Region continues to advocate for the financial and economic supports that need to continue and need to be accessible and timely for the duration of the pandemic as part of Peel's ongoing response, including: <ul style="list-style-type: none"> <li>○ Vaccine allocation that is appropriate and proportional to the needs of the region</li> <li>○ Paid sick leave and income supports, rapid testing in higher-risk workplaces, adequate PPE, free emergency childcare and transit subsidies</li> <li>○ Prioritizing vaccination for essential workers</li> </ul> </li> </ul>
<p><b>2. Stimulus Infrastructure Funding</b></p> <ul style="list-style-type: none"> <li>• That the federal and provincial governments provide: <ul style="list-style-type: none"> <li>○ increased infrastructure resiliency funding to stimulate Peel's green economic recovery, and that</li> <li>○ an allocation model be implemented to distribute funds expeditiously.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• On January 7, 2021, to receive its allocated \$18.7 million in Investing in Canadian Infrastructure Program (ICIP), COVID-19 Infrastructure Resiliency Stream funding, the Region submitted five projects to the federal and provincial governments for consideration. The Region will be notified of final approval of its projects in spring 2021. Regional Council was apprised of these funding applications in a Dec. 10, 2020 report.</li> <li>• On January 13, 2021, Peel received final federal approval for the latter of the two projects it submitted to the first in-take of the Investing in Canada Infrastructure Program (ICIP), Public Transit Stream (having received approval for the first project in August 20, 2021). <ul style="list-style-type: none"> <li>○ The two approved projects are: (1) TransHelp Vehicle Replacement (applied for \$5,312, 758 between 2020 and 2029); and (2) Automotive Fare Payment Solution (applied for \$1,121,949 between 2020 and 2029). After receiving these approvals, the Region still has 3,825,535M remaining in its ICIP Public Transit Stream allocation to fund additional projects and is awaiting news of a second in-take process to apply to.</li> <li>○ The Region has also received final approval for the following PAMA project, under the ICIP, Community, Culture and Recreation Stream: Heating Ventilation, Air Conditioning (HVAC) Project (applied for \$590,306.50)</li> </ul> </li> <li>• February 10, 2021 – the federal government announced a \$14.9 billion commitment for public</li> </ul>

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	<p>transit projects over eight years, including \$3 billion per year in permanent funding, which would start in 2026/27.</p> <ul style="list-style-type: none"> <li>Upcoming: The government announced in its November Economic Statement that it would be launching a three-year economic stimulus of up to \$100 billion. The stimulus will be launched once COVID-19 is brought back under control. It is expected the Region will be eligible to receive some of this funding.</li> </ul>
<p><b>3. Provide Service Managers the funding and flexibility for affordable housing</b></p> <ul style="list-style-type: none"> <li>Provide the Region of Peel additional funding to mitigate and manage the negative impacts of the COVID-19 crisis upon the homeless, those at risk of homelessness, and the community housing sector in Peel</li> <li>Improve housing affordability outcomes in Peel by contributing at least \$327.2 million in capital funding to build 2,240 affordable rental and supportive units and emergency shelter beds in Peel by 2028, and committing more long-term, stable operating funds for homelessness and supportive housing programs</li> </ul> <p>Provide legislative and policy changes at levels to increase local autonomy and improve housing affordability outcomes in Peel</p>	<p><u>Homelessness Support</u></p> <ul style="list-style-type: none"> <li>Peel has received \$13.1 million (as of Feb. 17, 2021) in funding through Reaching Home and \$21.4 million through the Social Services Relief Fund.</li> <li>The Region has been allocated \$30.4 under Major Cities Stream of the federal government's Rapid Housing Initiative. An investment plan was submitted to CMHC ahead of the November 23, 2020 deadline. Projects must be completed within 12 months of a signed agreement and unused funds will be re-allocated to other projects.</li> </ul> <p><u>Peel Housing Master Plan</u></p> <ul style="list-style-type: none"> <li>The Region has committed \$1 billion to support development of an initial 2,240 units, to be built by 2028. However, we are only two-thirds of the way to funding this commitment, which includes \$335.3 million committed by the Region, \$276.4 million through CMHC and \$61.1 million committed through federal and provincial housing programs.</li> <li>On November 13, 2020, in support of advocacy opportunities for support from the provincial government to fund the remaining \$327.2 million to increase housing investments in Peel, Regional staff conducted an Affordable Housing presentation to Peel MPPs as part of the Region's ongoing engagement with provincial and federal representatives.</li> </ul>
<p><b>4. Sustainable Funding to Support Peel's Strategy to Address Human Sex Trafficking</b></p> <ul style="list-style-type: none"> <li>Provide long-term sustainable operational funding to support the costs of housing, and support services for victims, survivors and individuals at-risk of human sex</li> </ul>	<ul style="list-style-type: none"> <li>In December 2020, the Region received \$3.1 million over five years, through the Ministry of Children, Community and Social Services' Community Supports Fund. This funding will support Catholic Family Services of Peel-Dufferin in implementing the Anti-Human Sex Trafficking Integrated Services Hub for children and youth (aged 12 and up), providing on-site health care, trauma counselling, case management, addictions support, legal aid, education and employment services for victims, survivors and individuals at-risk of human sex trafficking.</li> </ul>

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trafficking in Peel Region.	<ul style="list-style-type: none"> <li>• The <i>Combatting Human Trafficking Act</i> was announced by the Province on February 22, National Human Trafficking Awareness Day, which supports better cross-sectoral collaboration to disrupt this complex system.</li> <li>• The Region continues the implementation of a three-year pilot project to bridge service gaps and provide wrap-around services for victims, survivors and individuals at-risk. The Transitional House is set to open on April 1, 2021 - one of three dedicated supports.</li> <li>• Regional staff will be distributing a Municipal Resource Guide to AMO, OMSSA and the Ontario Federation of Indigenous Friendship Centres. The guide will also be added to the Region's website, as part of the strategy toolkit.</li> </ul>
<p><b>5. Mental Health and Addictions</b></p> <ul style="list-style-type: none"> <li>• Address historical inequities in provincial funding for mental health and addictions services in Peel to support upstream prevention and improved access to services within the community and ensure that funding matches community needs and reflects demographic changes.</li> <li>• Implement an equitable funding model that responds to needs across the age continuum, population growth, and represents the diverse needs within Peel's community.</li> <li>• Invest in the integration of mental health and addictions system planning and service delivery to ensure seamless access to services across the entire age continuum and coordinate across ministries on the basic social needs to support mental health promotion and recovery.</li> </ul>	<ul style="list-style-type: none"> <li>• The Regional has advocated for provincial funding to increase the number of mobile crisis rapid response teams (MCRRTs) in Peel and improvements to the MCRRT delivery model.</li> <li>• In October 2020, the Province allocated \$5.8 million investment in youth wellness teams at 10 Youth Wellness Hubs.</li> <li>• In November, 2020 the Province announced \$3 million to enhance mobile crisis intervention partnerships and \$37 million in funding to expand mental health services across the justice system, including the expansion of mobile crisis teams.</li> <li>• In December 2020, \$47 million to provide supportive housing for individuals with severe mental health and addictions challenges. The Region of Peel received \$313,338.</li> <li>• In January 2021, the Province announced an investment of over \$12 million to add new mental health beds in hospitals and to expand programs that support the mental health and well-being of seniors across the province, as part of the Roadmap to Wellness.</li> <li>• In February 2021, it was announced that Ontario Health Central Region would establish a Mental Health and Addictions Advisory Table and would be accepting submissions for representatives. It is imperative that Peel sector representation is at the table to influence local advocacy positions pertaining to funding inequities and system integration for Peel region. Staff will monitor for announcements pertaining to the progression of the Central</li> </ul>

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	<p>Region MHA Advisory Table inclusive of representation from Peel.</p> <ul style="list-style-type: none"> <li>Staff continue to work collaboratively with the Province and community stakeholders, including through the Community Safety Well-Being Plan and Mental Health and Addictions Action Table, to identify opportunities to inform the implementation of the provincial government's mental health and addictions strategy and advocate for shared priorities in Peel including funding.</li> </ul>
<p><b>6. Enhanced Supports for Seniors</b></p> <ul style="list-style-type: none"> <li>Enhance dementia supports across the long-term care sector through funding that aligns with increasingly complex care needs, development of guidelines that standardize emotion-based care, dedicated and consistent training related to person-centered emotional dementia care, enhanced specialized supports and supportive structural design.</li> <li>Provide funding for modernized and comprehensive build projects, such as the Seniors Health and Wellness Village at Peel Manor.</li> <li>Address historical funding inequities for home and community care services in high-growth communities.</li> <li>Mandate a minimum daily standard of care of four hours per resident based on level of acuity.</li> <li>Make significant investments to build adequate workforce training and capacity to address staffing ratios and the ability to provide care to patients with complex conditions, such as dementia.</li> </ul>	<ul style="list-style-type: none"> <li>In its Fall Economic Statement, released on November 30, 2020, the federal government confirmed its commitment to develop national standards for LTC. These standards will be intended to enable consistent, quality care across Canada.</li> <li>The government's independent commission into long term care has released two sets of interim recommendations (Oct. and Dec. 2020), calling for increased hours of care, more inspections, enforcement, accountability, and leadership. The final report of the Commission is expected by April 30, 2021.</li> <li>In response to the first set of interim recommendations, the province committed to increasing hours of care to four hours of care per resident by 2024/25. This is in alignment with longstanding Regional and sector advocacy.</li> <li>In December 2020, the Province released its long term care staffing plan, which includes a commitment to increase investments in long term care staffing over the next four years, spending up to \$1.9 billion in 2024-25 to support increased staffing levels and hours of care per resident. As part of the plan, the government announced on Feb. 24 an investment of \$115 million to train 8,200 PSWs in the health and long term care sectors.</li> <li>In support of the long term care staffing plan, the Province announced that the Staffing Supply Accelerator Group will begin meeting in March 2021 and will operate for at least one year to help to increase long term care staffing supply by expanding and accelerating education and training for PSWs, registered practical nurses and registered nurses.</li> <li>In December 2020, the Region made a submission to the Province's independent commission into Ontario's long term care system. Areas of focus included:</li> </ul>

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	<ul style="list-style-type: none"> <li>○ Recommendations related to staffing needs</li> <li>○ Funding and support to maintain and enhance quality of care, including emotion-based care</li> <li>○ Funding and supports along the seniors' care continuum to alleviate pressure on long term care waitlists</li> <li>○ Improved infection prevention and control</li> <li>○ Support for the mental well-being of seniors and their caregivers, including long-term care staff</li> </ul> <ul style="list-style-type: none"> <li>● Since December 2020, ongoing efforts to influence recommendations of Ontario's LTC COVID-19 Commission have included a delegation to the Commission specific to emotional care, and working with the Association of Municipalities of Ontario (AMO) to support their submission to the Commission to also recommend enhanced funding and supports for emotion-based care.</li> <li>● In March 2021, the Province announced \$9.75 million through 2024 for Peel Regional Paramedic Services to expand community paramedicine programming in Peel to better support seniors on the long term care waitlist, or eligible/soon to be eligible for the long term care waitlist. Expanded community paramedicine programming will play a vital role in achieving comprehensive wraparound care for Peel's seniors.</li> <li>● On March 18, 2021, the Province announced funding for new and redeveloped LTC beds. Four projects in Peel (2 in Brampton; 2 in Mississauga) are among successful applicants, resulting in 468 new and 236 upgraded spaces.</li> </ul>
<p><b>7. Maintaining a strong Early Years and Child Care System</b></p> <ul style="list-style-type: none"> <li>● Support Region of Peel efforts to have an Early Years and Child Care system that is affordable, inclusive, high quality, accountable and accessible. To do this, we recommend that the provincial government: <ul style="list-style-type: none"> <li>○ Continue to provide funding to support the viability</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>● Regional staff continue advocating for the following: <ul style="list-style-type: none"> <li>○ Ensure adequate funding from the provincial and federal investments to keep licensed child care centres and home child care agencies financially viable and allow them to continue operations in a safe manner</li> <li>○ Reverse the decision to make cuts to funding in 2022. These cuts will impact services to children and their families</li> <li>○ Peel should receive a fair share of funding, including COVID funding that takes into account the fact that Peel has been hardest hit by impacts of the pandemic</li> <li>○ Peel Region, as the one of the largest child care jurisdictions in Canada, should have a seat at the table as the government develops a federal child care strategy</li> </ul> </li> </ul>

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<p>of the sector throughout 2021 and into 2022 for Peel child care providers impacted by COVID-19.</p> <ul style="list-style-type: none"> <li>○ Stop the planned cuts to funding in 2022 to avoid reductions in services for Peel families</li> <li>○ Provide additional funding, or at minimum a cost-of-living increase, so service levels for families are maintained and they and the providers are supported</li> <li>○ Continue to provide Service System Managers with flexibility and fewer funding envelopes to reduce administrative burden</li> <li>○ Implement a strategy to recruit, retain and recognize Registered Early Childhood Education professionals, including wage enhancement grants for both child care and EarlyON staff</li> </ul>	<ul style="list-style-type: none"> <li>● Regional staff is meeting regularly with Ministry of Education staff to address several Regional priorities, including fewer funding envelopes and streamlined reporting, ensuring funding is based on the impact of the pandemic, work on a provincial recruitment and retainment strategy for Registered Early Childhood Educators.</li> </ul>
<p><b>8. Transition the Blue Box program to producers and develop a provincial single-use plastics strategy</b></p> <p><u>Blue Box Transition and Regulation Development</u></p> <p>Develop regulations to transition the Blue Box Program, generally, in accordance with the Special Advisor's Report.</p> <p><u>Single-Use Plastics Strategy</u></p> <p>Support for a province-wide single-use plastics strategy as well as participation in discussions with the Province, and other stakeholders to develop a harmonized, Ontario-wide strategy for single-use plastics.</p>	<ul style="list-style-type: none"> <li>● The Region supports the schedule and will advocate for a transition date of October 1, 2024 (or earlier should the opportunity arise). An update report on the transition of the Region's waste diversion programs, including Blue Box, to full producer responsibility will be provided to the Waste Management Strategic Advisory Committee on May 20, 2021.</li> <li>● Regional staff submitted comments on the draft Regulation to MECP in December 2020 and remain fully engaged with the Province and key stakeholders as part of ongoing transition efforts.</li> <li>● Regional staff and Council to continue to advocate to: <ul style="list-style-type: none"> <li>○ Emphasize the need for a speedy transition</li> <li>○ Ensure that the regulation doesn't reduce environmental or performance outcomes</li> <li>○ Ensure adequate oversight of producers</li> </ul> </li> <li>● The Federal Discussion Paper: Proposed Integrated Management Approach to Plastic Products to Prevent Waste and Pollution aligns with the objectives of Peel's long-term waste management strategy.</li> <li>● On Feb. 11, 2021 Regional Council endorsed the following aspects of the proposed approach:</li> </ul>

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	<ul style="list-style-type: none"> <li>○ Use of an evidence-based management framework to identify harmful plastic products</li> <li>○ Bans of harmful single-use products, including plastic checkout bags, stir sticks, six-pack rings, cutlery, straws, food service ware made from problematic plastics</li> <li>○ Development of minimum recycled content targets</li> <li>○ Consideration of a national extended producer responsibility framework</li> </ul>
<p><b>9. Provincial support of regional and provincial GHG reduction targets and sustained climate change adaptation and mitigation funding</b></p> <ul style="list-style-type: none"> <li>• Ensure the Provincial Environment Plan supports meeting regional and provincial greenhouse gas reduction targets and that sustained adaptation and mitigation funding programs are available to accelerate an equitable transformation to a low carbon and resilient community.</li> <li>• Through the established Conservation Authority Working Group, embrace long-standing partnerships with the conservation authorities and provide them with the tools and financial resources they need to effectively implement their watershed management role.</li> </ul>	<ul style="list-style-type: none"> <li>• The Region declared a climate emergency and unanimously approved a Climate Change Master Plan in 2019. The plan aims to reduce corporate GHG emissions 45 per cent below 2010 levels by 2030 and better prepare services, operations and resilient infrastructure to increased extreme weather impacts through proactive planning, investment and adaptive management.</li> <li>• The Region also supports Federation of Canadian Municipalities recommendations included in <i>Building back better together</i> plan for a green and inclusive economic recovery, which empowers local leaders to deliver results for their residents on the ground while continuing to protect frontline services.</li> <li>• Investments by the provincial and federal governments would allow the Region to address the need to build resilient infrastructure, further its response to COVID-19 and enhance Peel's green economic recovery from the pandemic.</li> <li>• A Region of Peel resolution requested that the Province respect the conservation authority-municipal relationship and to repeal or amend changes to the Conservation Authorities Act and the Planning Act. <ul style="list-style-type: none"> <li>○ In recognition of the Province going forward with the policy changes and establishing the Conservation Authority Working Group to inform new regulations, the Region continues seeking strong support for Conservation Authority services, including as partners in the collective response to climate change.</li> </ul> </li> <li>• There is strong alignment between the Region's Climate Change Master Plan and the strengthened climate plan, announced by the federal government in December 2020.</li> <li>• On March 8, 2021, the Province announced progress made on its Flooding Strategy, including improvements to flood-plain mapping guidance and the establishment of a multi-agency flood mapping technical team to identify hazard areas.</li> </ul>

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	<ul style="list-style-type: none"> <li>The Region of Peel continues to encourage the Province to align its climate change goals and targets to the federal criteria to facilitate the release of federal funding to the Province and Ontario municipalities under the relevant ICIP funding streams.</li> </ul>
<p><b>10. Sustainable and Integrated Transportation System</b></p> <ul style="list-style-type: none"> <li>Provide support for key strategic transit projects across Peel, including: <ul style="list-style-type: none"> <li>Expedite implementation of Commuter GO Rail service to Bolton. Continue with the implementation of two-way, all-day, 15-Minute GO Regional Express Rail on the Kitchener Line from Bramalea GO Station to Union Station and further to Mount Pleasant GO Station</li> <li>Expedite two-way, all-day, 15-Minute GO Regional Express Rail for Milton Line</li> <li>Continue to prioritize and expedite implementation of the Eglinton Crosstown West LRT Extension to Renforth Station and beyond to Toronto Pearson Airport (reported to Council June 25, 2020)</li> </ul> </li> <li>Extend Highway 427 to Highway 9 and beyond.</li> <li>Encourage the Province to partner with the Smart Freight Centre and lead the province-wide Off-Peak Delivery Pilot in support of the safe and efficient movement of goods</li> <li>Strong opposition in principle to the construction of the currently proposed GTA West 413 Highway and Transmission Corridor</li> <li>Encourage the Province to study alternatives to the GTA</li> </ul>	<p><u>Sustainable Transportation</u></p> <ul style="list-style-type: none"> <li>Commitment and partnership is needed by all levels of government in order to mitigate the impacts of congestion and advocacy efforts continue to help achieve the Region's target of 50 per cent sustainable mode split.</li> </ul> <p>Transit – Kitchener Line:</p> <ul style="list-style-type: none"> <li>Metrolinx is currently undertaking the necessary work and studies to achieve two-way, all-day, 15-min service from Union Station to Bramalea GO Station by 2027 and work to achieve two-way, all-day service to Kitchener Station. Regional staff continue to advocate for two-way, all-day, 15-min service beyond Bramalea to Mount Pleasant GO Station.</li> </ul> <p>Transit – Milton Line:</p> <ul style="list-style-type: none"> <li>Identified as “High Scoring” through the Metrolinx’s annual prioritization process for unfunded projects in 2019 and 2020</li> <li>Metrolinx is currently engaged in negotiation discussions with CN</li> </ul> <p>Transit – Commuter GO Rail Service to Bolton:</p> <ul style="list-style-type: none"> <li>Identified in the Metrolinx 2041 Regional Transportation Plan as “Beyond 2041” however on March 5, 2021 the Province issued an MZO to designate the lands at Humber Station Road and King Street for a future Caledon GO Rail Site</li> </ul> <p>Transit – Eglinton Crosstown West LRT Extension</p> <ul style="list-style-type: none"> <li>Metrolinx has awarded the tunneling contract for the Mount Dennis Station to Renforth Station Segment. For the Airport Segment, Metrolinx is currently in the planning stage and is evaluating a short list of alignment options and initial business case overview. Metrolinx’s aim is to implement the two segments together with an expected completion target of approximately 2030-2031</li> </ul> <p><u>GTA West Transportation Corridor</u></p> <ul style="list-style-type: none"> <li>On March 11, 2021, Regional Council approved the following:</li> </ul>

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<p>West Transportation Corridor, such as the Brampton Boulevard, to replace the currently intended highway</p> <ul style="list-style-type: none"> <li>Request to the Province that money budgeted for the GTA West Transportation Corridor be instead invested into regionally connected transit, active transportation, and other sustainable modes of transportation</li> <li>Advocate for Provincial legislative changes that would allow municipalities to create automated school bus stop arm camera programs, enforced through an Administrative Monetary Penalties System (AMPS), and that would direct penalty revenue to the municipalities.</li> </ul> <p><u>Vision Zero</u></p> <ul style="list-style-type: none"> <li>Advocate for improved driver education through the license and testing program on safe interactions with pedestrians and cyclists, and micro-mobility services and systems such as e-bikes, bike share, and e-scooters.</li> </ul>	<ul style="list-style-type: none"> <li>Strong opposition to any and all advanced construction associated with preparations for a GTA West highway and transmission corridor</li> <li>Full support of the Environmental Defence request for a Federal Environmental Assessment pursuant to s.9(1) of the Impact Assessment Act, 2019 (Canada);</li> <li>Strong opposition in principle, to construction of any transportation corridor traversing the Region of Peel, but specifically the currently proposed GTA West 413 Highway and transmission corridor;</li> <li>That the provincial government study alternatives to the GTA West Transportation Corridor, such as the Brampton Boulevard, to replace the currently intended highway; and</li> <li>That the Region of Peel request to the provincial government that money budgeted for the GTA West Corridor be instead invested into regionally connected transit, active transportation, and other sustainable modes of transportation.</li> </ul> <p><u>Goods Movement</u></p> <ul style="list-style-type: none"> <li>The Region presented to the Standing Committee on Finance and Economic Affairs in response to the <i>Main Street Recovery Act</i>. The Region supports changes to municipal noise bylaw-making powers that will allow businesses to deliver goods any time of the day, which will result in more timely and consistent movement of essential goods and supplies.</li> </ul> <p><u>School Bus Stop Arm Camera Program</u></p> <ul style="list-style-type: none"> <li>The Regional Chair wrote to the Minister of Transportation on October 15, 2020 to advocate for legislative amendments to allow an AMPS for automated school bus stop arm camera offences.</li> <li>The Region of Peel, together with other Ontario municipalities and organizations, continue to advocate to the Province for these legislative changes</li> </ul> <p><u>Vision Zero</u></p> <ul style="list-style-type: none"> <li>Region of Peel staff provided comments to the Ministry of Transportation, Road Safety Program Development Office on the purposed Power-Assisted Bicycle (e-bike) and Cargo E-Bike Pilot Program on December 18, 2020 to advocate for improved driver education through the license and testing program on safe interactions with pedestrians, cyclists, and micro-mobility services and systems, such as e-bikes, bike share, e-scooters and encourage the Province to also consider this in the updated e-bike, e-scooter and cargo e-bike framework.</li> </ul>

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<p><b>11. Additional funding and service delivery changes for the Ontario Seniors Dental Care Program</b></p> <ul style="list-style-type: none"><li>Develop a comprehensive advocacy strategy aimed at ensuring the implementation of the Ontario Seniors Dental Care Plan Services program meets the needs of Peel seniors.</li></ul>	<ul style="list-style-type: none"><li>On April 22, Regional staff is to report to Council on the implementation of the OSDCP and the impact the COVID-19 pandemic has had on the delivery of the program.</li><li>Regional staff are monitoring any developments related to the program and will continue advancing Council-supported advocacy.</li></ul>