

Appendix I
Update on the Region’s Advocacy Priorities Table

ADVOCACY PRIORITY/POSITION	GOVERNMENT ACTION/NEXT STEPS
<p>1. Federal and Provincial Funding for Associated COVID-19 Costs</p> <ul style="list-style-type: none"> • Continue to provide sufficient funding for the ongoing COVID-19 response, including significant costs associated with the Region’s COVID-19 Response and Mass Vaccination Program • Provide additional funding support to offset incremental service costs and loss of revenue for services that have continued to operate during the pandemic • Increase funding for provincially mandated services to keep pace with inflation and population growth • Review provincial-municipal service responsibilities to modernize the planning, regulating, funding, and delivery of those services. 	<ul style="list-style-type: none"> • In the 2022 Budget that was presented but not passed before the election, the provincial government committed to \$171 million to support the public health sector including: <ul style="list-style-type: none"> ○ funding to enhance COVID-19 monitoring and case and contact management, ○ the continuation of the Infection Prevention and Control Hubs, ○ the extension of school-focused nurses, and ○ continued support of the High Priority Communities Strategy • Since the last GRC Update, March 3, 2022, the Region has received: <ul style="list-style-type: none"> ○ \$13,122,000 in general funding for extraordinary costs related to COVID-19. This represents 38% of Peel’s ask, as its Annual Service Plan request to the ministry was \$34,531,396 ○ \$52,641,500 for its vaccine program in 2022. This amount represents 62% of the Peel’s ask, as its Annual Service Plan request to the Ministry was \$84,578,594. ○ \$4,778,700 for the COVID-19 School-focused Nurses Initiative. ○ One-time funding to Peel Regional Paramedic Services of up to \$1,268,240, including \$928,802 for 2022 and \$339,437 for 2021.
<p>2. Stimulus Infrastructure Funding</p> <ul style="list-style-type: none"> • Increase infrastructure funding to stimulate Peel’s economic recovery, including green infrastructure projects • Implement an allocation model to distribute stimulus funds expeditiously 	<ul style="list-style-type: none"> • On April 7, 2022, the 2022 Federal Budget included the following commitments: <ul style="list-style-type: none"> ○ Tying Canada Community Building Fund (CCBF) infrastructure funding to provincial and municipal actions that would increase the housing supply when current agreements are re-negotiated. ○ Accelerating the deadlines for provinces to fully commit their remaining funding under the Investing in Canadian Infrastructure Program (ICIP) to March 31, 2023 (two years earlier). ○ Extending the ICIP program’s construction deadlines from October 2027 to October 2033. ○ \$500M for the Canadian Infrastructure Bank to invest in large-scale urban and commercial Zero-Emission Vehicle (ZEV) charging infrastructure. ○ \$1.7B over five years with \$0.8M in remaining amortization, to Transport Canada to extend the Incentives for Zero-Emission Vehicles (iZEV) program. ○ \$2.2 billion over seven years to expand and extend the Low Carbon Economy Fund, which supports the installation of emissions reducing technologies.

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	<ul style="list-style-type: none"> ○ \$450 million over 5 years, starting in 2022-2023 to support supply chain projects through the National Trade Corridors Fund. ● On April 28, 2022, the 2022 Provincial Budget included the following commitments: <ul style="list-style-type: none"> ○ Continue to call on the federal government for new funding of \$10 billion a year over 10 years to help communities meet the demand for infrastructure renewal, response to climate change and support for economic growth through the ICIP. ○ Creating awareness of the Site Readiness Program (the current in-take is closed, but a new in-take is expected). ● Since the last GRC Update, March 3, 2022: <ul style="list-style-type: none"> ○ The Region is awaiting final federal approval of a \$733,300 project under the ICIP Public Transit Stream. The Region still has an allocation of \$3,092,235 to which it can apply with future projects. ○ The Region is currently seeking approval for over \$124 million in infrastructure funding from the federal and provincial governments. ○ The City of Brampton has entered into a Zero Emission Buses Performance Agreement with Canada Infrastructure Bank (CIB) to support their transit system’s electrification. To facilitate the loan the Region entered into a Credit Agreement with the CIB on behalf of the City of Brampton pursuant to the Municipal Act, 2001. ○ On April 14, 2022, Regional Council approved \$12 million in allocated CCBF funding to implement low carbon heat pumps at 10 Peel Housing Corporation (PHC) Buildings.
<p>3. Reevaluate funding models for healthcare and hospital capital funding</p> <ul style="list-style-type: none"> ● Re-examine of the “local share” hospital capital calculation methodology, to better reflect the limited fiscal capacity of municipalities, and the contributions to health care services they already provide to a community. ● Provide dedicated provincial/federal grants-in-lieu of DCs or legislated statutory exemptions for not-for-profit health care related facilities, such as hospitals, long- term care homes and hospices. 	<ul style="list-style-type: none"> ● The Region’s concerns with the ‘local share’ requirement for new hospital infrastructure were sent in correspondence to Premier Ford on March 14, 2022 and also included in the Region’s 2022 Provincial Pre-Budget Submission.

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<p>4. Provide Service Managers the funding and flexibility for affordable housing</p> <ul style="list-style-type: none"> Contribute at least \$319.6 million in capital funding for initial implementation of the Region’s Housing Master Plan 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. Provide legislative and policy changes at levels to increase local autonomy and improve housing affordability outcomes in Peel. 	<ul style="list-style-type: none"> The following advocacy points were included in the Region’s Response to the Ministry of Municipal Affairs and Housing’s consultation on “Seeking Feedback on Access to Provincial Financing for Not-for-Profit Housing Providers”: <ul style="list-style-type: none"> Legislative changes to provide statutory exemption or dedicated provincial/federal grants-in-lieu of DCs for not-for-profit affordable housing provided by municipalities and their housing corporations Advocate for dedicated, predictable, and stable funding for municipalities housing programs The Vacant Homes Tax Feasibility Study Report to Council, recommends the following, as part of a multi-phased approach towards potential VHT implementation: <ul style="list-style-type: none"> Commence working with the Ontario Ministry of Finance in preparation for an application submission to the Province After the completion of the current implementation feasibility study, subject to Council approval (2023), the Region will submit an application to the Ministry of Finance requesting a designated status under Part IX.1 of the Municipal Act, 2001
<p>5. Sustainable Funding to Support Peel’s Strategy to Address Human Sex Trafficking</p> <ul style="list-style-type: none"> 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 trafficking in Peel Region. 	<ul style="list-style-type: none"> On April 11, the Province announced the Region would receive a grant in support of intimate partner violence prevention, through the Community Safety and Policing Grant Program. Findings from a Midterm Evaluation of the integrated services hub and an Interim Evaluation of the larger Anti-Human Sex Trafficking (AHST) Strategy, completed in 2022, indicated success in achieving its intended goals - to increase access to dedicated and dignified services that are streamlined and easy to navigate for victims, survivors, and those-at risk of sex trafficking in Peel. Updates on evaluation findings from the Midterm and Interim Evaluations of the AHST Strategy are to be presented to Council on June 23, 2022.
<p>6. Mental Health and Addictions</p> <ul style="list-style-type: none"> Immediately commit and implement a funding formula that considers population and demographic factors, 	<ul style="list-style-type: none"> On March 11, 2022, the Province announced \$4 million in funding over two years to police services in 28 Ontario communities, including \$150,951 for Peel’s Mobile Crisis Response Teams. Additional funding is to enable police services to add mental health and addictions crisis workers to existing Mobile Crisis Response Teams.

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<p>community needs and accounts for additional systems pressures due to the impacts of COVID-19 in Peel</p> <ul style="list-style-type: none"> • Ensure that targeted, specific and sustainable investments are made to Peel’s community-based mental health and addictions services to address growing waitlists and crisis levels exacerbated by COVID-19. 	<ul style="list-style-type: none"> • While not passed in the legislature, the 2022 Provincial Budget contained the following mental health support commitments: <ul style="list-style-type: none"> ○ Additional funding of \$204 million to expand existing services and improve access to mental health and addiction services. ○ A commitment toward a new \$90 million Addictions Recovery Fund to expand addictions services and increase the number of treatment beds ○ New funding to expand mental health services or first responders, including paramedics which may support Peel’s existing strategies to support staff psychological health and well-being. • The 2022 Federal Budget included \$140 million, over two years, in dedicated funding for substance abuse, along with \$100 million, over three years, for harm reduction supports.
<p>7. Enhanced Supports for Seniors</p> <ul style="list-style-type: none"> • Provide funding and stronger regulatory requirements and measurement to support emotion-based care and enable dementia friendly design in Long-Term Care. • Provide \$4 million in sustainable operational funding to support the delivery of community support services and wrap-around care at the Seniors Health and Wellness Village at Peel Manor. • Provide additional funding and service delivery changes for the Ontario Seniors Dental Care Program to meet the number of eligible seniors in Peel. • Introduce legislative measures to formalize community paramedicine (CP), and to provide full and sustained provincial funding to municipalities for community paramedicine programs (per AMO-OAPC joint position paper) 	<ul style="list-style-type: none"> • On March 29, the Province introduced its <i>Plan to Stay Open</i>, which proposes making the temporary wage enhancement for personal support (PSWs) and direct support workers (DSWs) permanent. • <i>Fixing Long-Term Care Act</i> regulations came into effect on April 11, Regional staff are undertaking analysis of the new regulations and implications of the legislation. • The Ontario government committed to provide \$673 million to long-term care homes this year to hire and retain up to 10,000 long-term care staff across the province. The funding increase is to raise the daily provincial average of direct care from two hours and 45 minutes to three hours and 15 minutes per resident, per day by the end of the 2022-23 fiscal year. • On April 21, the federal and provincial governments announced the Safe Long-Term Care Fund, which is to include \$379 million for Ontario. • In the 2022 Provincial Budget that was presented, the government pledged nearly \$100 million in additional funding over the next three years to expand community care programs such as adult day programs, meal services, transportation, assisted living services and caregiver supports. <ul style="list-style-type: none"> ○ It further committed to invest up to an additional \$1B over the next three years to expand home care and improve quality of care.

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	<ul style="list-style-type: none"> • On May 1, a regulatory change, under the <i>Connecting Care Act</i>, for home and community care services took effect. • The Provincial Budget proposed an expansion of the Community Paramedicine for LTC program to all communities province-wide; Staff will be following up with new government (health and LTC ministries), post-election, to seek continued commitment.
<p>8. Maintaining a strong Early Years and Child Care System</p> <ul style="list-style-type: none"> • Support and fund a long-term strategy to address Early Childhood Educator workforce crisis. • Provide fair, predictable, flexible funding for Peel. • Ensure vulnerable families have access to the new child care system. 	<ul style="list-style-type: none"> • On March 28, 2022, the provincial and federal governments announced the new Canada-Wide Early Learning and Child Care plan, which aims to reduce child care fees for children under six years of age to an average of \$10 per day across Ontario by 2025. • Following direction from Council at the March 24 Regional Council meeting, Regional staff is negotiating agreements to flow funding directly to colleges to allow them to offer fully funded spaces/grants to qualified applicants to support the recruitment of Early Childhood Educators in Peel. <ul style="list-style-type: none"> ○ This is part of a comprehensive plan to address the workforce shortage that could limit the implementation of the Early Learning and Child Care plan in Peel. • In support of the long-standing Regional priority to provide fair, predictable and flexible child care funding, the Region is advocating to the provincial government to: <ul style="list-style-type: none"> ○ Make changes to the Canada-Wide Early Learning Guidelines so that families who require child care subsidy or special needs resources have equitable access with current and new child care providers. ○ Reinstate funding and municipal flexibility to use Provincial funding to best support local child care systems and the needs of our communities.
<p>9. Transition the Blue Box program to producers and develop a provincial single-use plastics strategy</p> <p><u>Blue Box Transition and Regulation Development</u></p> <ul style="list-style-type: none"> • Encourage recycling innovation through the transition of the blue box program to full producer responsibility. <p><u>Single-Use Plastics Strategy</u></p>	<ul style="list-style-type: none"> • Regional staff continue preparation for transition of the Blue Box program to align with the October 1, 2024 transition date for Peel municipalities. • Submission of the rules for the new Blue Box program are expected on July 1, 2022. • Under the provincial regulation, the Region could meet the definition of a producer. <ul style="list-style-type: none"> ○ AMO is continuing discussions with the Ministry of Environment, Conservation and Parks and Resource Productivity and Recovery Authority on behalf of Ontario municipalities on the interpretation of this requirement and the potential

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<ul style="list-style-type: none"> • Work with the federal government and other stakeholders to develop a harmonized, Ontario-wide single-use plastics strategy. • Continue to advocate for investment in waste infrastructure, to increase resource recovery and strengthen end-markets for recovered resources. 	<p style="text-align: center;">exemption of municipalities and will provide further guidance as more information is obtained.</p> <ul style="list-style-type: none"> • Staff submitted comments to the Ministry of Environment and Climate Change Canada on the proposed federal single-use plastics prohibition regulation by the March 5, 2022 deadline. • Staff will continue to participate in federal consultations related to the reduction of plastic waste and provide updates to Regional Council as appropriate. • Staff also submitted comments on the following: <ul style="list-style-type: none"> ○ March 30, 2022 technical issues paper on recycled content standards. ○ April 13, 2022 federal consultation on reducing methane emissions from landfill discussion paper.
<p>10. Provincial support of regional and provincial GHG reduction targets and sustained climate change adaptation and mitigation funding</p> <ul style="list-style-type: none"> • For the Province to set the legislative and policy framework to phase-out all fossil fuel natural gas-fired electricity generation while meeting Ontario’s growing electricity needs. • Provide sustained funding to reduce greenhouse gas (GHG) emissions and address climate change risks to critical municipal infrastructure. • Develop policy in partnership with municipalities that establishes adaptation targets and defines municipal resilience to climate change. • Share best practices that work towards low-carbon and resilient community transformation meaningful consultation on enabling policies, sharing of best practices as well as sustained and predictable federal funding. 	<ul style="list-style-type: none"> • The Province has indicated that an increase in the per cent use of natural gas-fired electricity generation is scheduled for future years; the increase would impact the carbon intensity of Ontario’s electricity grid. The Region continues to advocate to the Province toward a long-term plan for a clean electricity grid. • On March 10, the Greater Golden Horseshoe Transportation Plan was released by the Province, containing near-term actions to reduce GHGs and mitigate climate change. • On May 16, the federal government launched its public consultation on its climate change adaptation strategy, with the intention of having a final strategy ready for COP27 climate summit in November. A Regional response is in development.

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<p>11. Sustainable and Integrated Transportation System</p> <ul style="list-style-type: none"> • Provide support for key strategic transit projects across Peel, including: <ul style="list-style-type: none"> ○ Expediting implementation of Commuter GO Rail service to Bolton ○ Prioritizing and expediting the implementation of the Eglinton Crosstown West LRT Extension to Renforth Station and beyond to Toronto Pearson Airport • Strong opposition in principle to the construction of the currently proposed GTA West/Highway 413 and Transmission Corridor. • Encourage the Province to study alternatives to the GTA West/Highway 413, such as the Brampton Boulevard, to replace the currently intended highway. • Request to the Province that money budgeted for the GTA West/Highway 413 be instead invested into regionally connected transit, active transportation, and other sustainable modes of transportation. • Advocate for Provincial legislative changes that would allow municipalities to create Automated School Bus Camera Enforcement programs, enforced through an Administrative Monetary Penalties System (AMPS), and that would direct penalty revenue to the municipalities. • Allow the use of AMPS to process Automated Enforcement violations and direct the net revenue from Automated Enforcement penalties to municipalities. <p><u>Vision Zero</u></p>	<ul style="list-style-type: none"> • The Region’s provincial election priorities document and 2022 pre-budget submissions were shared with Peel elected representatives and stakeholders, calling for collaboration to advance Regional transportation priorities. • On March 14, the federal government announced funding, under the Airport Critical Infrastructure Program, to carry out technical studies and concept design work for a proposed connection between the airport and the future extension of the Eglinton Crosstown Light Rail Transit line. • The 2022 Ontario Budget recognizes the Eglinton Crosstown LRT Extensions to Pearson Airport as a future connection and provincial priority, which includes planning and design work within the \$61.6 billion budget. It was previously identified as a future connection, which was unfunded and there was no commitment previously to construct it. • On May 24, the Town of Caledon approved plans to proceed with technical studies to advance the business case for the Caledon-Vaughan GO Rail project. • On April 14, 2022 Regional Council approved Resolution 2022-243, re-confirming opposition to the planned Highway 413 and requesting that the Province: provide immediate congestion relief on Highway 401 by investing sufficient yearly subsidies to support zero, or greatly reduced tolls, for exclusive truck lanes on the 407 ETR and re-designate capital costs for the proposed 413 should it be cancelled to sustainable rapid transit in the GTA. • In April, the provincial government filed Ontario Regulation 355/22 under the Highway Traffic Act, which will permit the municipal use of an Administrative Monetary Penalties (AMPs) legislative framework for the automated enforcement program-. It also includes the use of AMPs for other camera-based systems, such as red lights, school buses and automated speed enforcement - representing a step forward for communities seeking to broaden the tools available to help enforce speed limits and improve road safety. • On April 14, 2022, representatives from the Region and local municipalities met with then Ontario Ministry of Transportation (MTO) Minister Caroline Mulroney and MTO staff to advance road safety initiatives at a road safety roundtable. The discussion focused on several key issues, including: <ul style="list-style-type: none"> ○ Implementation of a provincewide Vision Zero strategy ○ Administrative Monetary Penalties regulatory framework ○ Excessive vehicle noise ○ Vulnerable road users

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<ul style="list-style-type: none"> • 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. • Request that the Province convene a stakeholder task force group to advise on how a province-wide Vision Zero strategy can be developed and implemented in Ontario to provide consistent guidance to municipalities. 	