



Spring 2024

NEWSLETTER

Constructing Ontario's Future



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Spring 2024



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CIVIL
CONSTRUCTION
ALLIANCE OF
ONTARIO

Constructing Ontario's Future



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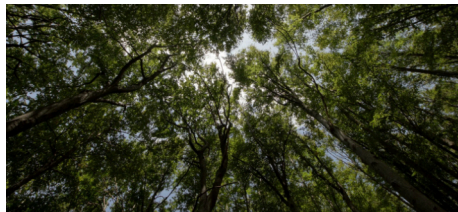
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Building momentum to start 2024

Nadia Todorova
Executive Director

It has been a dynamic start to 2024, with RCCAO and our members going full steam ahead on a host of advocacy and industry issues (pg. 4-9).

ADVOCACY WINS

Without a doubt, the biggest advocacy win that occurred so far this year, is the agreement reached by the provincial and federal governments enabling Highway 413 to proceed, while maintaining robust and comprehensive environment protections (pg. 10-13). The agreement, announced on April 15, removes significant roadblocks, years of uncertainty and delays, around vital and necessary critical infrastructure for Ontarians.

RCCAO has been a leading and consistent advocate for the construction of Highway 413 and other critical transportation infrastructure projects. [RCCAO's commissioned polling](#), starting in 2021, has consistently revealed strong support for building Highway 413, the Bradford Bypass and the construction of new roads and highways across the province (pg. 14-17).

On March 26, the Government of Ontario unveiled its 2024 provincial budget, which along with several RCCAO board members, I was delighted to witness being tabled at the Ontario legislature. The budget continues the government's focus and investment in critical infrastructure across the province (pg. 18-22).

The budget stays the course and continues investment in critical transportation infrastructure like the Bradford Bypass and Highway 413 and provides necessary funding for housing enabling infrastructure (pg. 23-27). The budget delivers on many of the RCCAO asks that we have advocated for and presented to the Minister of Finance during the pre-budget consultation period (pg. 22).

In February, the Government of Ontario tabled the Get it Done Act, which includes long-awaited modernization and streamlining of the Municipal Class Environmental Assessment (MCEA) process (pg. 32-33). RCCAO's research has consistently shown numerous examples of infrastructure projects where the added time and MCEA-related

study costs outstrip the capital construction costs of the project itself.

RCCAO will continue to advocate for sensible reforms to improve the operating environment for Ontario's construction industry. Public policy that better aligns with on-the-ground realities will ensure the province and municipalities maximize available resources to build and maintain critical infrastructure across Ontario.

As of May 1, there will be significant changes to the underground utility locates file (pg. 34-35). It is now legislated that there will be no cost for the delivery of locates and relocations and as of May 1, administrative monetary penalties can be levied for late locates. It is key to note that Administrative Monetary Penalties will only be issued against utility companies and locate service providers for late locates when a formal complaint is lodged. It is, therefore, incredibly important to lodge these complaints at this [link](#).

LOOKING AHEAD

I expect the next three months to continue to be incredibly active for RCCAO!

For the second time in a row, RCCAO will be the technical partner of CAA for their Worst Roads Campaign. If you would like to take part in the campaign, [click here](#). Voting closes on April 19 and the reveal will take place in May.

Earlier this month, the CDAO Procurement Day took place in Toronto, and I was excited to moderate a valuable panel of lessons learned from the pandemic featuring industry leaders (pg. 42). As the CDAO Vice-Board Chair, I look forward to continuing enacting improvements in the infrastructure space with CDAO members and partners.

RCCAO Annual Golf Day and AGM will take place on June 21! I am looking forward to spending the day on the green with RCCAO members, industry partners and colleagues.

Remember you can always stay on top of all infrastructure related news on RCCAO's [LinkedIn](#) and [X \(Twitter\)](#) pages.

HCAT Hosts Seminar on Cyber Resilience and Security

In March, HCAT, in partnership with GTSWCA and TARBA, hosted a valuable session entitled *Cyber Resilience Blueprint: Strategies for Safeguarding your Business*.

As cyber threats evolve quickly, it's essential to stay ahead by actively defending against them. While preventing attacks is important, real cyber resilience means knowing how to minimize their impact and recover swiftly to keep operations running smoothly.



GTSWCA Hosts Inaugural Municipal Infrastructure Summit

GTSWCA recently hosted the inaugural Municipal Infrastructure Summit which featured presentations from the City of Toronto, Peel Region, York Region and Halton Region about their capital infrastructure plans and major projects for the upcoming year, as well as other issues impacting the construction of their critical core infrastructure.

The objective of the event was to establish a forward-looking project pipeline to help contractors prepare for the coming construction season, as well as to provide an open forum for municipal staff, contractors, and engineers to discuss project financing needs and other issues that are impacting the water, wastewater and stormwater infrastructure space in 2024.



TARBA - Recycled Crushed Aggregate Handout (1/2)

Benefits of Increased RCA Use

Asphalt and concrete are 100% recyclable and can be reused as valuable construction materials. **Recycled Crushed Aggregate (RCA)** is asphalt pavement and/or concrete reclaimed from old roads or structures.

RCA is graded during processing and produced to specifications that provide equivalence to virgin aggregates. RCA is subject to rigorous quality control and best practice processes and is a sustainable product that offers some of the greatest environmental benefits at a low cost.



The Ontario Provincial Standard Specifications (jointly administered by the *Ontario Ministry of Transportation* and the *Municipal Engineers Association*) set the standards for road construction and materials in the province. Despite Ontario’s provincial standards, municipalities have discretion in the implementation of these standards and in their local policies. As a result, practices can vary widely by municipality, even in an economically significant region as the Greater Toronto Area.

RCA BENEFITS

AVAILABILITY: Readily available from construction and demolition activities at closer proximity to market.

ENVIRONMENTAL: Expands life of existing pits and quarries, while diverting a precious resource out of landfills. It significantly lowers energy use and GHG emissions associated with the extraction process, long-distance truck hauling, traffic congestion and dust.

ECONOMIC: Lower direct project costs and wear and tear on roads from heavy truck transport, while building more sustainable infrastructure.

Municipals Standards for RCA Use (GTA)

New Roads & Infrastructure	Toronto	Peel	Brampton	Mississauga	York	Vaughan	Markham	King City	Halton
55mm aggregate for granular base and subbase for pavements	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use
19mm aggregate for granular pavement use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use
Trench backfill material	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use
Engineered fill	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use
Stabilization of soft subgrades	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use
Fill under concrete slab on grade	Allow Full Use	Allow Full Use	Require Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use
Unpaved pavement shoulders	Allow Full Use	Allow Full Use	Require Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use
Construction access roads, bicycle paths, etc.	Allow Full Use	Allow Full Use	Require Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use
Hot mix asphalt	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use
Portland cement (ready mix) concrete	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use
Municipal Subdivisions									
Aggregates for road base and subbase	Allow Full Use	N/A	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use
Aggregates for trench backfill and engineered fill	Allow Full Use	N/A	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use
Recycled aggregates in new ready mix concrete	Allow Full Use	N/A	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use
Recycled aggregates in new hot mix asphalt	Allow Full Use	N/A	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use	Allow Full Use

Does NOT allow ■ Allow Partial Use ■ Allow Full Use ■ Require Full Use ■

TARBA - Recycled Crushed Aggregate Handout (2/2)

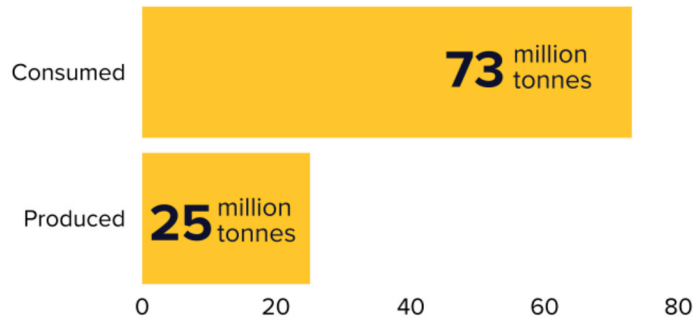
ONTARIO AS LEADER

We have a great example of resource stewardship within Ontario. The Ministry of Transportation (MTO) has a long-standing commitment to using recycled aggregates in 400-series highways, where approximately 20% of all aggregates used in MTO projects contain recycled content (10-12 million tonnes annually).

Ontario could avoid extracting up to 33 million tonnes of new aggregate per year if a similar recycling rate was achieved by municipalities on their local linear infrastructure projects.

The GTHA is increasingly relying on pits and quarries further away and can expect to exhaust all close-to-market aggregate production supply within the next 10 to 15 years, while projected to consume 1.5 billion tonnes by 2041.

GTHA Aggregate Deficit



“The most important way to decrease the environmental impact of aggregate extraction is to reduce our demand for new (or ‘virgin’) aggregate.

- Environmental Commissioner of Ontario & (more recently) Auditor General report on the Management of Aggregate Resources

Example: Hwy 400 Widening

In 2017, MTO began the highway widening including center barrier wall replacement from Major Mackenzie Dr to King Rd, using RCA as unbound base and subbase.

More than **300,000 tonnes** of RCA was used as part of the total project generating \$1.2 million in cost savings for the Ministry. The RCA source was less than 10km to the project, demonstrating significant reductions in the overall carbon footprint and especially greenhouse gas emissions.

Inspection five years after the project was completed, showed pavement condition to be excellent, with no distress.

1. Mandate minimum 25% recycled materials, when available, on all linear public infrastructure projects at the municipal, regional, and provincial levels.
2. Harmonize and standardize municipal specifications through the OPSS1010.

INDUSTRY-WIDE SUPPORT

- Toronto and Area Road Builders Association
- Ontario Sewer and Watermain Contractors Association
- Ontario Road Builders Association
- Good Roads
- Ontario Stone, Sand, and Gravel Association
- Concrete Ontario
- Municipal Engineers Association
- Ontario Society of Professional Engineers
- Association of Consulting Engineering Companies - Ontario

LiUNA Local 183 Releases Statement in Response to 2024 Ontario Budget

Posted via X, March 26, 2024

A statement from LiUNA Local 183's Business Manager, Jack Oliveira, on the release of the 2024 Ontario Budget:

LiUNA Local 183's Statement Re: 2024 Ontario Budget

"Ontario's budget rollout means more than just numbers – it's a commitment to our workers! Anticipate more work, shovels hitting the ground, and accelerated infrastructure growth. Let's build Ontario together!"

Jack Oliveira
Business Manager
LiUNA Local 183

LiUNA! LOCAL
183
Feel the Power



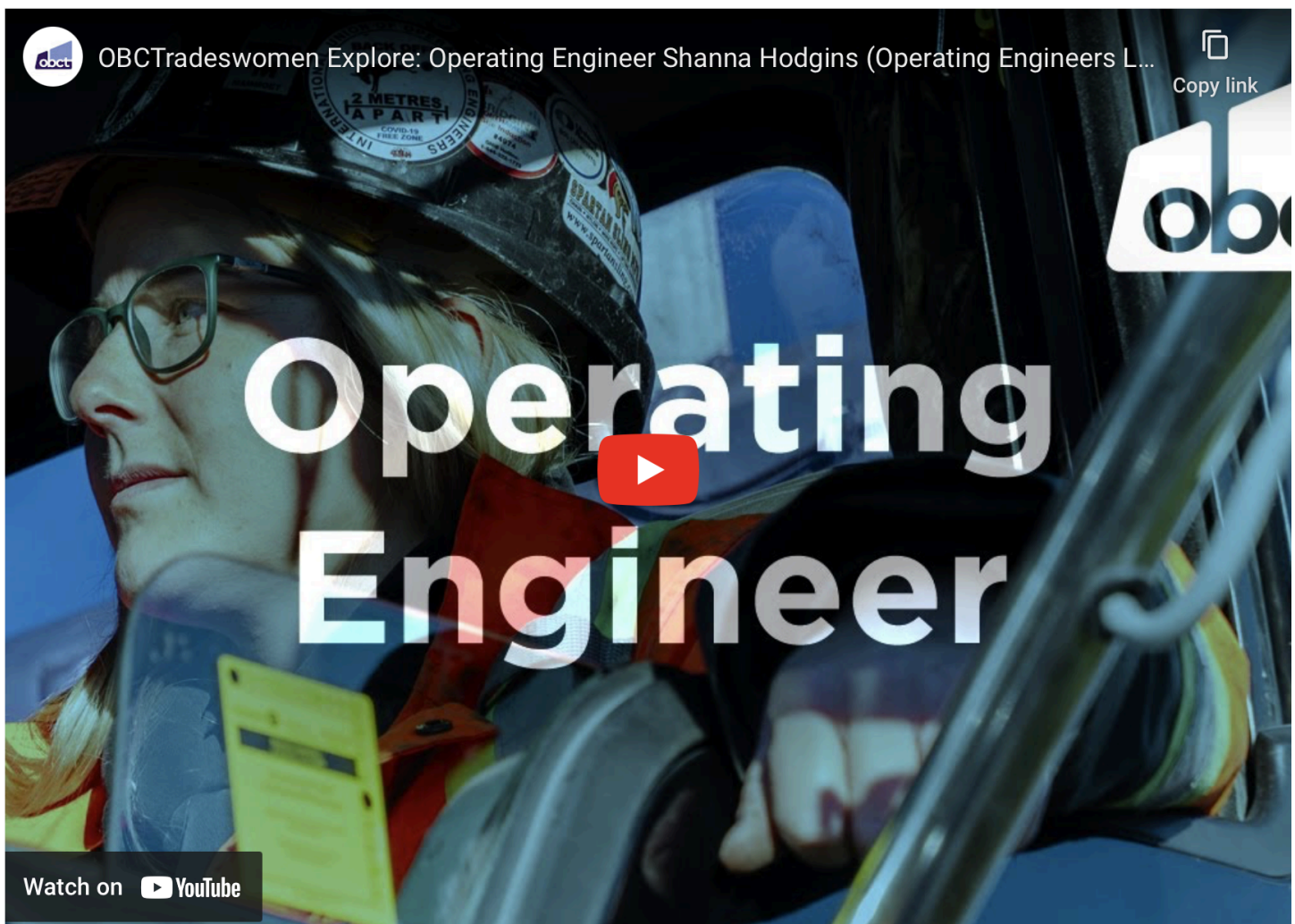
Local 793 Member Featured in OBCT Video Showing Positive Impacts for Women in the Trades

Written by IUOE Staff via iuoelocal793.org, April 5, 2024

IUOE Local 793 member Shanna Hodgins is the focus of a new video that was released by the Ontario Building and Construction Tradeswomen (OBCT), a committee established by the Provincial Building and Construction Trades Council of Ontario (PBCTCO) to advocate for women in the skilled trades.

In the video, Sister Hodgins tells her story of how she went from selling cranes to operating them, with help from IUOE Local 793 and the Operating Engineers Training Institute of Ontario (OETIO). The OBCT hopes her experience will show other women and girls that there is a route into the skilled trades open to them and that a career as an Operating Engineer can be both exciting and financially rewarding.

Watch the OBCT video on IUOE Local 793 member Shanna Hodgins:





New Agreement Reached by Provincial and Federal Governments Enabling Highway 413 to Proceed a Win for All Ontarians

[RCCAO Press Release, April 15, 2024](#)

Vaughan, ON, April 15, 2024 -- The Residential and Civil Construction Alliance of Ontario (RCCAO) welcomes news of the new agreement reached by the Government of Ontario and Government of Canada that enables Highway 413 to finally move forward. Today's Memorandum of Understanding between the two governments, paves the way for Highway 413 construction to continue to proceed, while maintaining robust and comprehensive environmental protections.

"The advancement of Highway 413 marks a significant victory for GTA residents, promising not only reduced commuting times, but also enhanced quality of life and bolstered economic growth," said Nadia Todorova, Executive Director of RCCAO. "Highway 413 will enhance connectivity between communities, create new jobs, and promote more transportation options for commuters and businesses in this rapidly growing region."

RCCAO has been a leading advocate for the construction of Highway 413 and other critical transportation infrastructure projects. RCCAO's commissioned polling, starting in 2021, has consistently revealed strong support for building Highway 413, the Bradford Bypass and the construction of new roads and highways across the province.

As Ontario's economy and population grows, demand will increase on all infrastructure, from transit, highways, roads, bridges, water and wastewater to housing.

RCCAO welcomes the Government of Ontario's continued efforts to confront these issues with focussed investments in critical infrastructure that will set the stage for a prosperous and sustainable future for all Ontarians.



Governments of Canada and Ontario Working Together on Environmental Protections and Greater Regulatory Certainty for the Advancement of Highway 413

[Government of Ontario Press Release, April 15, 2024](#)

OTTAWA – Today, the Governments of Canada and Ontario committed to working together to protect the environment and give Ontario greater regulatory certainty to advance Highway 413.

Through the agreement announced today, both Ontario and Canada have agreed to a collaborative process to assess and manage the issues around federal species at risk throughout Ontario’s planning of the project. At Ontario and Canada’s request, the Federal Court has ordered that the Highway 413 Project’s designation under the *Impact Assessment Act* be set aside.

Through a [Memorandum of Understanding](#) signed between Ontario’s Ministry of Transportation and the Impact Assessment Agency of Canada, the two levels of government have established a joint working group in which provincial and federal officials will recommend appropriate measures to minimize environmental impacts in areas of federal environmental jurisdiction. This builds upon the province’s environmental assessment process, which is also well underway.

As Ontario advances on Highway 413, it is committed to building infrastructure in a responsible way that minimizes environmental impacts. Both Canada and Ontario have robust and transparent regulatory regimes to ensure the environment is protected before major projects are developed.

In October 2023, the Supreme Court of Canada issued an opinion that the *Impact Assessment Act* in its current form is partially unconstitutional and must focus on areas of federal jurisdiction. The Court also confirmed that the environment is an area of shared jurisdiction under the Constitution and encouraged both levels of government to work together in the spirit of “cooperative federalism.” The Government of Canada has since committed to presenting legislation to update the *Impact Assessment Act* in Spring 2024 and in the meantime has released interim guidance indicating that no decisions to designate projects will be taken.



Ontario and federal governments reach deal to allow Highway 413 project to proceed

[*ReNew Canada, April 16, 2024*](#)

The governments of Canada and Ontario committed to working together to protect the environment and give Ontario greater regulatory certainty to advance Highway 413.

Through the agreement, both Ontario and Canada have agreed to a collaborative process to assess and manage the issues around federal species at risk throughout Ontario's planning of the project. At Ontario and Canada's request, the Federal Court has ordered that the Highway 413 Project's designation under the Impact Assessment Act be set aside.

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"This agreement shows Canada and Ontario's ability to work together while recognizing their shared jurisdiction on matters to do with the environment. It also ensures federal interests will be maintained on the protection of species while offering Ontario, in light of the recent Supreme Court's decision, a greater level of clarity around the review process for the Highway 413 Project," said Steven Guilbeault, Minister of Environment and Climate Change.

As Ontario advances on Highway 413, it is committed to building infrastructure in a responsible way that minimizes environmental impacts. Both Canada and Ontario have robust and transparent regulatory regimes to ensure the environment is protected before major projects are developed.

Continued from Page 12

“Today’s announced agreement provides Ontario the certainty we need to move forward with Highway 413. I want to thank the federal government for meeting us at the table and collaborating on the environmental protections needed to get the project started. In the coming months, we will move ahead with procurement to get shovels in the ground on key interchanges of the project, bringing us one step closer to getting it done. Our province is in the middle of a period of unprecedented growth, with gridlock costing our economy upwards of \$11 billion every year and we need our infrastructure to keep up. It’s never been more important to build roads, bridges, and highways that drivers rely on,” said Prabmeet Sarkaria, Minister of Transportation.

In October 2023, the Supreme Court of Canada issued an opinion that the Impact Assessment Act in its current form is partially unconstitutional and must focus on areas of federal jurisdiction. The Court also confirmed that the environment is an area of shared jurisdiction under the Constitution and encouraged both levels of government to work together in the spirit of “cooperative federalism.” The Government of Canada has since committed to presenting legislation to update the Impact Assessment Act in Spring 2024 and in the meantime has released interim guidance indicating that no decisions to designate projects will be taken.

The Residential and Civil Construction Alliance of Ontario (RCCAO) welcomed the news.

“The advancement of Highway 413 marks a significant victory for GTA residents, promising not only reduced commuting times, but also enhanced quality of life and bolstered economic growth,” said Nadia Todorova, executive director of RCCAO. **“Highway 413 will enhance connectivity between communities, create new jobs, and promote more transportation options for commuters and businesses in this rapidly growing region.”**



Photo Credit: The Canadian Press

Majority of Ontarians disagree with Federal Minister's statement that government should stop investing in new road infrastructure

[RCCAO & ORBA Press Release, March 14, 2024](#)

TORONTO, March 14, 2024 -- A clear majority of Ontarians support the construction and expansion of new road infrastructure, including transformational projects like Highway 413, the Bradford Bypass, and the Ring of Fire. A new public opinion survey released this morning reaffirms that the people of Ontario are steadfast in their support to see these projects built.

The results of the poll, commissioned by the Residential and Civil Construction Alliance of Ontario (RCCAO) and the Ontario Road Builders Association (ORBA), reveal that Ontarians strongly support building critical road infrastructure across the province, despite the statement from the federal Minister of Environment and Climate Change, Steven Guilbeault, that government should "stop investing in new road infrastructure."

The findings underscore the importance of building new critical transportation infrastructure projects to address traffic congestion, accommodate population growth, expand trade routes and enable new economic opportunities for natural resource development in Northern Ontario.

The results of the poll, reveal that:

- **2 to 1 of respondents disagreed with Minister Guilbeault's statement that the federal government should "stop investing in new road infrastructure"**
- **2 to 1 of respondents support Highway 413**
- **2 to 1 of respondents support the Bradford Bypass**
- **4 to 1 of respondents support the Ring of Fire development project**
- **2 to 1 of respondents believe "the government needs to build or expand more roads and highways" (where they live)**
- **2 to 1 of respondents believe "the government needs to build or expand more roads and highways" (across the province)**

"Ontarians have made it clear that they want all levels of government to invest in new and existing road infrastructure to alleviate congestion and open up more economic opportunities," said Nadia Todorova, Executive Director of RCCAO. "It is time for the federal government to accept the will of the people and support transformational infrastructure. Projects like Highway 413 and the Bradford Bypass, and their supporting transit pairings, will better enable the movement of people and goods throughout one of North America's fastest growing regions."

"Canadians depend on roads and highways to get to work, drive their children to hockey practice and ensure their loved ones receive adequate health care. Today's results show everyday people understand the critical need for these generational transportation infrastructure projects," said Walid Abou-Hamde, CEO of ORBA. "The road building industry also employs more than 56,000 men and women in Ontario, that is tens of thousands of good paying jobs supporting workers and their families across the Province."

Highway 413 and the Bradford Bypass are key components of the Greater Golden Horseshoe's Transportation Plan. The plan includes record investments in both road and transit infrastructure to support the country's most populous and growing region, including support for housing and other required critical infrastructure.

The polling reveals that after years of debate, the people of Ontario support these projects and recognize their importance as a key component of transportation planning for the region. Ontario's stringent environmental assessment requirements and modern industry engineering capabilities are able to advance responsible infrastructure development while protecting the province's environment.

The full findings of this research are available at rccao.com/blog/buildON

Media Coverage: Road Infrastructure Polling



BARRIE

Most Ontarians support Bradford Bypass, new poll reveals

Date: March 15, 2024



Majority of Canadians support Hwy. 413: poll

Date: March 14, 2024

FINANCIAL POST

Majority of Ontarians disagree with Federal Minister's statement: poll

Date: March 14, 2024



Public still favours building new highways and roads in Ontario: Poll

Date: March 15, 2024



Daily Commercial News
by ConstructConnect*



Link2Build
ONTARIO

Guilbeault's road infrastructure comment spurs RCCAO, ORBA survey on where Ontarians stand

Date: March 15, 2024

RCCAO, ORBA poll finds support for new Ontario road infrastructure

Date: March 15, 2024



Ontarians want roads

Date: March 21, 2024



Poll shows public support of road infrastructure expansion in Ontario

Date: March 21, 2024



RESIDENTIAL AND CIVIL CONSTRUCTION ALLIANCE OF ONTARIO
Constructing Ontario's Future



ONTARIANS HAVE SPOKEN

LET'S BUILD ONTARIO

We polled Ontarians to see how they felt about proposals to build critical transportation infrastructure. **Here's what we learned:**

SUPPORT FOR NEW ROADS AND HIGHWAYS

2:1

2 to 1 of respondents believe the government needs to **build and expand more roads and highways**

SUPPORT FOR PROPOSED PROJECTS



2:1

Support Highway 413



4:1

Support the Ring of Fire



2:1

Support the Bradford Bypass



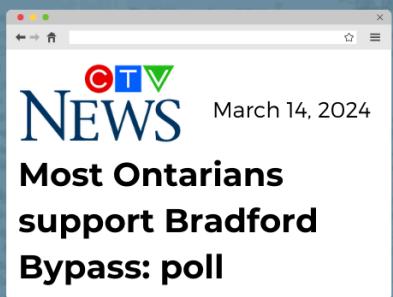
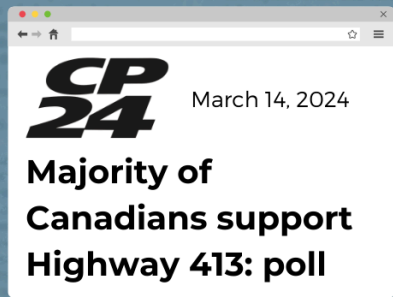
SUPPORT FOR MINISTER GUILBEAULT'S COMMENTS

2 to 1 of respondents **disagreed** with **Federal Minister Guilbeault's** statement that the federal government should *stop investing in new road infrastructure.*





ONTARIANS ARE READY TO **BUILD**



NEW POLLING COMMISSIONED BY RCCAO & ORBA REVEALS THAT:



2:1 of respondents believe the government needs to **build and expand more roads and highways**



2:1 of respondents support the construction of **Highway 413** and the **Bradford Bypass**



4:1 of respondents support the construction of the **Ring of Fire** development project



Public support for these critical infrastructure projects remains **strong and steadfast***

*compared to polling commissioned by RCCAO conducted in June 2021 - public support for Highway 413, the Bradford Bypass, and the Ring of Fire remains unchanged.



Budget 2024 Prepares Ontario for Growth; Construction Budget is Needed Action on Ontario's Plans to Build

[RCCAO Press Release, March 26, 2024](#)

Vaughan, ON, March 26, 2024 -- The Residential and Civil Construction Alliance of Ontario (RCCAO) commends the Government of Ontario's continued investment in critical infrastructure across the province in Budget 2024, Building a Better Ontario. This is a budget focussed on construction, with real action on Ontario's plans to build critical infrastructure for a growing province.

Budget 2024 recognizes that with Ontario's population growing at a record pace, building and maintaining critical infrastructure like roads, housing, transit, water and wastewater capacity is key to ensuring the province will continue to have a strong economy and high quality of life.

RCCAO welcomes the Government of Ontario's renewed commitment to building transformational transportation infrastructure projects, including Highway 413 and the Bradford Bypass. Earlier this month, polling commissioned by RCCAO and ORBA revealed that a clear majority of Ontarians support the construction and expansion of new road infrastructure, with 2:1 expressing support for Highway 413 and the Bradford Bypass.

"The investments in critical infrastructure in Budget 2024 are a reflection of the priorities of the people of Ontario," said Nadia Todorova, Executive Director of RCCAO. "Ontarians recognize that highways, water infrastructure capacity and housing are crucial to tackle some of the province's biggest challenges and we are pleased that the Ontario government has answered their calls to build."

RCCAO is encouraged by the progress the province has made with Ontario's new infrastructure bank, known as the Building Ontario Fund. The government's \$3 billion allocation to this fund offers the potential to get more projects built by leveraging public infrastructure dollars to attract additional institutional capital. Allowing for more innovative sources of funding for infrastructure work is a positive step toward ensuring that Ontario has the necessary foundation for a prosperous and competitive future.

Building on the \$860 million already committed, RCCAO is also pleased to see an additional \$100 million investment in the Skills Development Fund Training Stream to assist with the recruitment, training, and retention of a new generation of builders.

The priorities outlined in today's budget highlights the long-term need to build and upgrade infrastructure across Ontario. RCCAO welcomes the Ontario government's continued efforts to confront these issues with focussed investments in critical infrastructure, like the \$1.8 billion for housing-enabling infrastructure, that will set the stage for a prosperous and sustainable future for all Ontarians.

Media Coverage: Ontario Budget 2024

Daily Commercial News by ConstructConnect®

Ontario stakeholders praise budget amid some criticism

Date: April 1, 2024



ONTARIO Construction NEWS

Provincial budget is good news for construction industry: RCCAO, ACEC, PCA

Date: March 28, 2024



On-Site CANADA'S CONSTRUCTION MAGAZINE

Ontario releases construction-focused budget

Date: March 27, 2024



ReNew CANADA

2024 Ontario budget focused on construction and building infrastructure

Date: March 27, 2024





Peter Bethlenfalvy

@PBethlenfalvy



A quote from [@_RCCAO](#) on Ontario's 2024 Budget, Building a Better Ontario. [#ONBudget2024](#)

Building a Better Ontario

“Today’s announcement continues the government’s work on ensuring that municipalities have the funding they need to meet the growing demand for infrastructure.

From roads to sewers to housing, this announcement ensures that there is funding for all kinds of critical infrastructure needed to support the province’s growing population, unlock more housing opportunities, and spur economic growth.”

**Nadia Todorova, Executive Director
Residential and Civil Construction Alliance of Ontario**

[Posted by Finance Minister Peter Bethlenfalvy via X, March 28, 2024](#)

RCCAO Advocacy for Budget 2024



RESIDENTIAL AND
CIVIL
CONSTRUCTION
ALLIANCE OF
ONTARIO
RCCAO Constructing Ontario's Future

BUILDING A MORE RESILIENT ONTARIO

ADVOCATING FOR INDUSTRY & INVESTMENTS IN BUDGET 2024

1 Continue to invest in critical infrastructure

BUILD NEW INFRASTRUCTURE

Advance work on Highway 413, the Bradford Bypass, and the Ontario Line

MAINTAIN EXISTING INFRASTRUCTURE

Invest in state-of-good-repair (SOGR) work and clear the backlog.

2 Increase the use of recycled aggregates

MAXIMIZE INVESTMENTS

Using recycled aggregates can lower costs and greenhouse gas emissions.

INCENTIVIZE MUNICIPALITIES

Create incentives for municipalities to adopt the provincial OPSS1010 standard.

3 Fix Ontario's broken locates delivery system

ACCOUNTABILITY IS A MUST

It is time for automatic fines to be issued to address delays in the delivery of locates.

DELAYS COST US ALL

Time and money would be better spent building than waiting. Improve Ontario One Call.

RCCAO Advocacy: Ontario Budget 2024

[Link: RCCAO Press Release: Pre-Budget Asks](#)



[Link: RCCAO's Pre-Budget Consultation Deputation](#)



[Link: RCCAO's Pre-Budget Submission](#)



RCCAO Attends Empire Club Luncheon Featuring Finance Minister Peter Bethlenfalvy

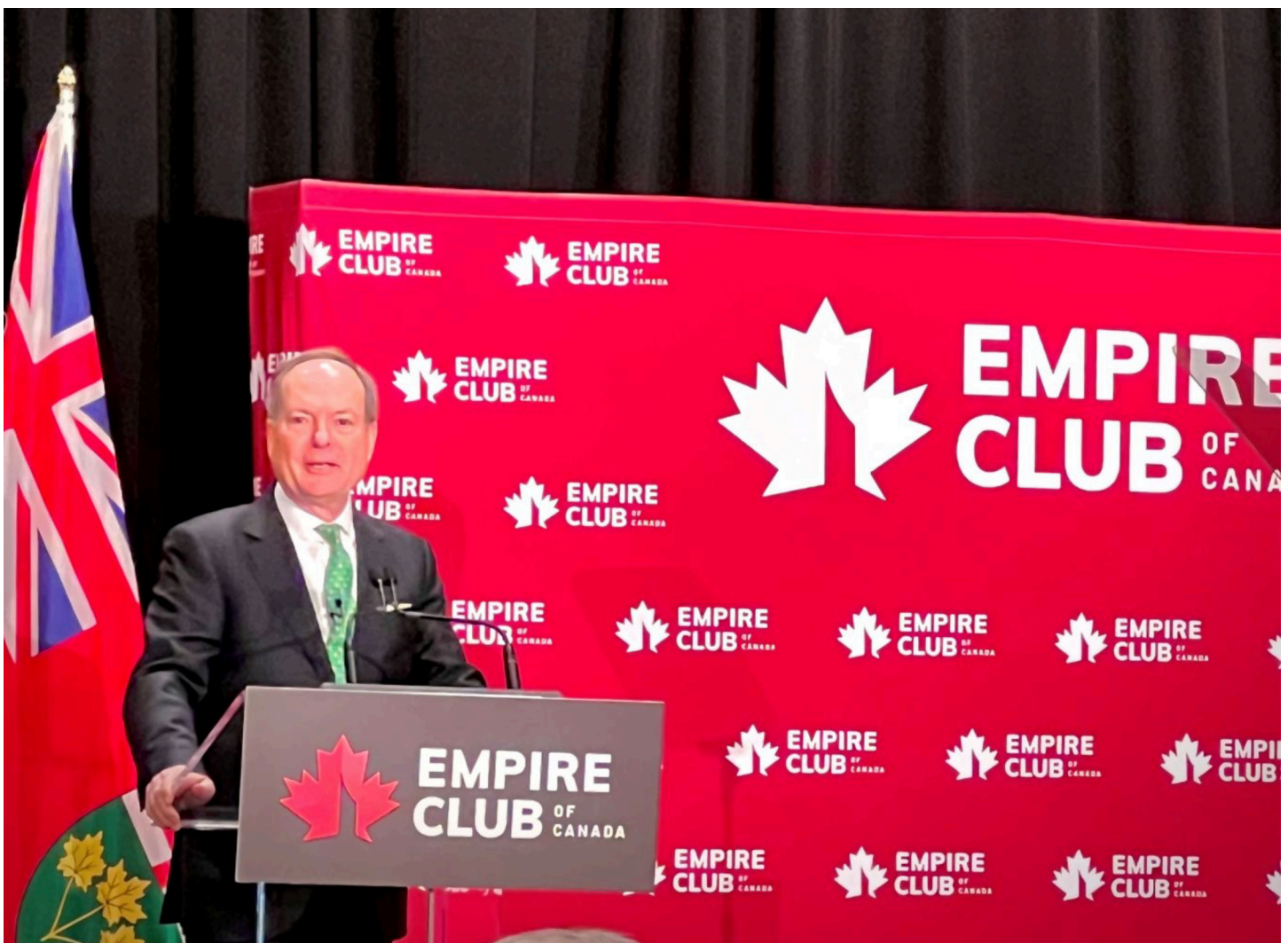
Posted by Nadia Todorova via LinkedIn, March 2024

In March, RCCAO Executive Director Nadia Todorova attended an Empire Club of Canada luncheon featuring Minister Peter Bethlenfalvy where he discussed the 2024 provincial budget.

The Minister emphasized that the government's focus would continue to be on getting "shovels in the ground for critical infrastructure like homes, roads and transit".

Building on the day's earlier announcement of \$1.8 billion for housing-enabling infrastructure, the Minister emphasized that "we need to think down the road" in terms of building up the province for future generations.

It was great that so many RCCAO members and industry partners were able to attend, including Patrick McManus, Richard Lyall, Michael Giles, Steven Crombie, Amina Dibe, Abdus Samad, Louis-Philippe Champagne, and Sibel Cicek.





Ontario to invest \$1.8B for housing-enabling infrastructure for municipalities

By ReNew Canada, March 22, 2024

The Government of Ontario announced it is investing more than \$1.8 billion in housing-enabling infrastructure funding to help build at least 1.5 million homes by 2031. This funding includes \$1 billion for the new Municipal Housing Infrastructure Program and \$625 million more for the Housing-Enabling Water Systems Fund, bringing its total funding to \$825 million. This new funding complements existing and ongoing provincial investments in housing- and community-enabling infrastructure, including the \$1.2 billion Building Faster Fund, the original \$200 million investment in the Housing-Enabling Water Systems Fund and the investment of nearly \$2 billion for the Ontario Community Infrastructure Fund since 2021–22.

“Time and time again, I’ve heard from our municipal partners that a lack of infrastructure is one of the biggest barriers to getting more homes built,” said Premier Doug Ford. “Today’s announcement of more than \$1.8 billion in housing-enabling infrastructure funding, on top of the billions of dollars of infrastructure funding we’re already providing, will help get more shovels in the ground so we can keep the dream of homeownership alive in Ontario.”

The new \$1 billion Municipal Housing Infrastructure Program will support core infrastructure projects that help enable housing for growing and developing communities, such as roads and water infrastructure. This funding will help municipalities get shovels in the ground on critical infrastructure that will lay the groundwork for more homes across the province, with an emphasis on projects that can build the greatest number of homes. More information about the program, including eligibility and application intake details, will be announced later this year.

“Our government is helping municipalities get more shovels in the ground faster on the critical infrastructure needed to build more homes,” said Peter Bethlenfalvy, Minister of Finance. “By significantly growing our investments, we’re able to more quickly build the roads, sewers and reservoirs needed to connect new homes to the grid and help more Ontarians become homeowners.”

Ontario is more than quadrupling its investment from \$200 million to \$825 million over three years to expand the Housing-Enabling Water Systems Fund, which will help municipalities repair, rehabilitate and expand drinking water, wastewater and stormwater infrastructure needed to build more homes. First announced in the 2023 Fall Economic Statement, municipalities can still submit an application for the program until April 19, 2024.

Continued from Page 24

“Our government is making targeted investments in key infrastructure projects to ensure Ontario’s communities have the roads, bridges, and water infrastructure needed to support our province’s growing population,” said Kinga Surma, Minister of Infrastructure. “With this additional funding for the Housing-Enabling Water Systems Fund, we are helping more municipalities repair, rehabilitate, and sustain their critical infrastructure so that more homes can be built for their communities.”

Ontario is also supporting housing outcomes through its Building Faster Fund, that was announced in August 2023 to provide up to \$1.2 billion over three years to reward municipalities that are building more homes. The fund is designed to help municipalities pay for critical housing- and community-enabling infrastructure needed to accommodate growth, such as site servicing and building new roads. The Building Faster Fund includes \$120 million that is being reserved for small, rural and northern municipalities to help build housing-enabling infrastructure and prioritize projects that speed up the increase of housing supply.

“We have heard from many municipalities that their biggest obstacle in getting more shovels in the ground faster is infrastructure and that is why we are making this historic investment,” said Paul Calandra, Minister of Municipal Affairs and Housing. “We are removing barriers and providing every tool we can to our municipal partners so that more homes can be built than ever before.”

The government is giving municipalities the tools they need to build more homes faster and tackle the affordability crisis that is pricing too many people, especially young families and newcomers, out of the dream of homeownership. In partnership with municipalities, Ontario will continue working hard to unlock housing opportunities and support growing communities. The province continues to call on the federal government to pay its fair share and help fund housing-enabling infrastructure investments, and support vibrant, growing communities.

“Municipal infrastructure is the foundation of Ontario’s economy and quality of life. From the water and sewer systems that enable our housing to the roads and bridges that connect our province, this critical funding will allow municipalities to support Ontario’s growth,” said Colin Best, President of the Association of Municipalities of Ontario and Halton Regional Councillor. “AMO commends the province for this investment in Ontario’s prosperity and looks forward to working with the Ministry of Infrastructure on implementation.”

Reaction from the construction industry was positive.

“The funding allocated by the MOI will play a pivotal role in addressing the urgent needs of housing-enabling infrastructure across the province,” said Patrick McManus, Executive Director of the OSWCA. “This substantial investment underscores the government’s dedication to modernizing infrastructure, bolstering resilience, and facilitating the construction of more homes.”

“Today’s announcement continues the government’s work on ensuring that municipalities have the funding they need to meet the growing demand for infrastructure,” said Nadia Todorova, executive director of RCCAO. “From roads to sewers to housing, this announcement ensures that there is funding for all kinds of critical infrastructure needed to support the province’s growing population, unlock more housing opportunities, and spur economic growth.”



RCCAO Commends Ontario Government for Targeted Investments in Housing-Enabling Infrastructure

[RCCAO Press Release, March 21, 2024](#)

Vaughan, Ont. – The Residential and Civil Construction Alliance of Ontario (RCCAO) welcomes the Government of Ontario’s focussed \$1.8 billion investment in critical water infrastructure to support and enable the province’s rapidly growing municipalities.

Water, wastewater, and stormwater infrastructure are essential to accommodate growth and upkeep existing systems flowing smoothly. Premier Ford and Minister Surma’s leadership to solve the housing crisis recognizes that 1.5 million new homes will need the supporting critical infrastructure.

“Today’s announcement continues the government’s work on ensuring that municipalities have the funding they need to meet the growing demand for infrastructure,” said Nadia Todorova, Executive Director of RCCAO. “From roads to sewers to housing, this announcement ensures that there is funding for all kinds of critical infrastructure needed to support the province’s growing population, unlock more housing opportunities, and spur economic growth.”

Research suggests that, on average across Canada, the cost of municipal infrastructure required to support new housing construction is \$107,000 per home. Today's funding announcement and the continued focus by the Government of Ontario on infrastructure funding is necessary and very welcomed.

While the Ontario government should be applauded for stepping up and delivering for municipalities, the absence of the federal government in contributing to these critical investments is concerning. Given that building new housing is a stated priority of the Canadian government, it is imperative that they also recognize their responsibility to contribute to investments in roads and water infrastructure, which are critical for growing communities.

RCCAO calls on the federal government to come to the table and join the Government of Ontario in ensuring that municipalities have the funds they need to build housing-enabling infrastructure.

Housing-Enabling Infrastructure Announcement

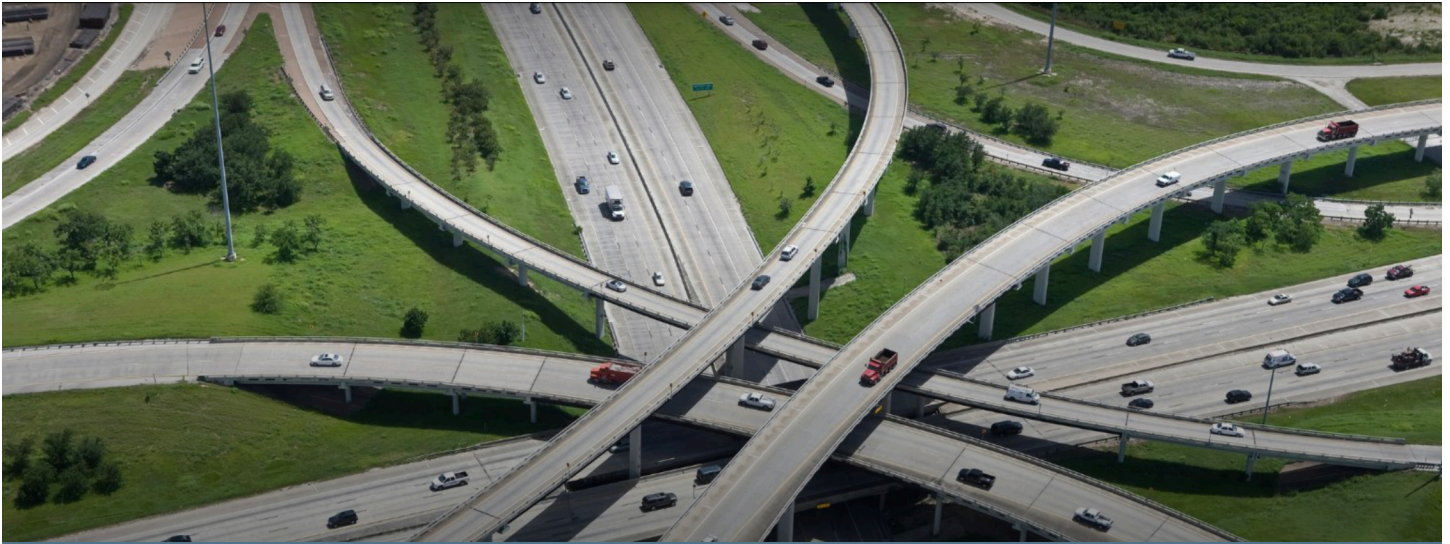
Posted by RCCAO via LinkedIn, March 21, 2024

RCCAO's Executive Director Nadia Todorova, along with fellow RCCAO board members Patrick McManus and Richard Lyall, were on hand as the Ontario government announced a new investment of \$1.8 billion for housing-enabling infrastructure.

Thank you to Premier Doug Ford, Minister Peter Bethlenfalvy and Minister Kinga Surma, MPP for recognizing the importance of building and maintaining critical water infrastructure to support and enable our province's rapidly growing municipalities.

RCCAO calls on the federal government to come to the table and join the Government of Ontario in ensuring that municipalities have the funding they need to grow and thrive.





Shifting Gears on Highway 413

By Nadia Todorova, ReNew Canada, January 29, 2024

Last year was a big year for infrastructure development in Ontario. In the GTA, the Ford government broke ground on constructing the Ontario Line, advanced to the tendering phase to build the Bradford Bypass, and enacted legislative reforms to make it easier to build housing in the province. Building upon this in 2024 will be critical if the province is to resolve long standing challenges.

One project noticeably absent from Infrastructure Ontario's year-end Market Update was Highway 413. While funding has been allocated for land acquisition along the proposed route, the federal government's regulatory overreach has mixed more politics than cement for the expansion of needed transportation infrastructure in the western GTA. The result, a regulatory filibuster by the federal government that serves to increase economic costs and degrade quality of life in Ontario.

The Supreme Court tangentially weighed in on the matter last fall, declaring the federal environmental impact assessment to be unconstitutional, overstepping into provincial jurisdiction. While that case was specifically related to natural resource projects in western Canada, the Government of Ontario has since launched subsequent legal action to have the decision applied to Highway 413.

The GTA is the fastest growing region in North America, expected to increase from 10 to 14.9 million people by 2051. With all the opportunity that comes from a growing region, building critical transportation infrastructure to keep people and goods moving is a challenge that must be met.

Congestion already is costing the region's economy \$11 billion annually, and that choking effect will get worse unless transportation infrastructure of all types is expanded to meet the demands of a growing region. Businesses cite gridlock and long commutes as negative impacts on bottom lines and their ability to attract and keep the best talent.

The Government of Ontario's long-term transportation plan for the Greater Golden Horseshoe brings a focus to integrated transportation planning. Building the GTA West Transit Corridor, including Highway 413, is crucial for the province's economy and quality of life, especially in the western GTA.

Continued from Page 28

“Building today will see Highway 413 complete with carpool infrastructure, electric vehicle chargers, and technology to enable automated vehicles. The corridor includes plans for a dedicated transitway for bus or LRT public transit for the region. It will shorten commutes and bring greater connectivity to move about for business and leisure.

If you listened to project opponents however, one would be left thinking Ontario still operates under a regulatory framework from the early days of the industrial revolution. Nothing could be further from the truth.

Opposition to transformational infrastructure has always been present – the Toronto to Fort Erie highway, now known as the Queen Elizabeth Way, the Toronto to Hamilton Highway, the Toronto to Windsor Highway, and Highway 407, all faced objections. From calling these roads “unnecessary” to being a “nuisance” that would “not be to the benefit of the public” and damage the environment, there have always been people that seek to halt development in one of the most dynamic urban regions on the continent.

As we have seen with Highway 413, there are again those that would rather than constructively contribute to the public debate on how to best grow the region with the needed critical infrastructure, simply offer up a recipe to halt development and exacerbate existing challenges.

Building in Ontario in 2024 is one of the most advanced engineering jurisdictions on the planet, with highly sophisticated technical and environmental considerations. This facilitates the development of critical transportation infrastructure in a growing region while protecting our environment, including species in and around our waterways.

Modern engineering and evolving regulatory oversight put environmental sustainability and wildlife protection at the core of design and construction. Our industry has successfully dealt with such issues before. During a major expansion of Highway 401 from Mississauga to Milton, four species at risk were identified within the project boundaries, including redbreasted dace. Measures were taken to protect the fish and work was only allowed during certain times near watercourse areas. Wildlife crossings were also installed along the route.

Highway 413 will bring desperately needed transportation infrastructure to an already congested corner of the GTA. It will unlock additional lands for housing development and see the supporting transit, water, and community infrastructure to complement it. That is responsible development that harnesses the capabilities in Ontario today and responsibly builds Ontario for tomorrow.

For 2024, the Government of Ontario needs to overcome these challenges and substantially advance Highway 413. They have shown it can be done with the Ontario Line and other key transformational infrastructure projects in the province. Highway 413 is a critical component to integrated transportation planning for the entire region. The impact will be far greater than the sum of its parts.

MORE SHOVELS IN THE GROUND. FEWER GOVERNMENT ROADBLOCKS.

LET'S BUILD HIGHWAY 413.



THE PROBLEM:

The federal government's overreach has led to:



- 1 DELAYS TO GRIDLOCK SOLUTIONS
- 2 INCREASED CONSTRUCTION COSTS & LONGER PROJECT TIMELINES
- 3 MORE ECONOMIC COSTS & MISSED OPPORTUNITIES FOR ONTARIO WORKERS



Supreme Court rules environmental impact legislation largely unconstitutional

Source: CBC News, October 13, 2023

THE ASK:

RCCAO is calling on the federal government to:



- 1 RESPECT THE SUPREME COURT RULING
- 2 RECOGNIZE THE PROVINCE OF ONTARIO'S:
 - JURISDICTION TO BUILD CRITICAL INFRASTRUCTURE
 - LONGSTANDING ROBUST AND COMPREHENSIVE EA REQUIREMENTS
- 3 ALLOW THIS CRITICAL INFRASTRUCTURE PROJECT TO PROCEED



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HIGHWAY 413

A CRITICAL INVESTMENT IN ONTARIO'S FUTURE



BUILDING CAPACITY FOR RECORD POPULATION GROWTH



The Greater Golden Horseshoe is one of the fastest-growing regions in North America and is expected to attract 1 million new people every five years, **reaching nearly 15 million by 2051.**



As the region continues to be Canada's economic engine, the number of transport trucks on the road is **expected to double by 2051** to meet demand.



HIGHER EARNINGS FOR WORKERS & MORE TAX REVENUE



\$459 MILLION



\$906 MILLION

Constructing Highway 413 would add between **\$365.8 million and \$459.4 million** to the earnings of Ontario workers each year for five years.

* Based on 2019 data

The construction of Highway 413 would generate tax revenues (to all levels of government) in the range of **\$721 million to \$906 million.***

* Based on 2019 values for labour and materials

JOB CREATION

Constructing Highway 413 project will create between **6,300 and 8,000 direct, indirect, and induced jobs** annually for five years.



TIME SAVINGS

Highway 413 will save people who travel the full length of the highway - from Vaughan to Milton - **up to 30 minutes each way, or an hour a day.**



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Congestion already costs the GTA's economy \$11 billion annually, and that choking effect will get worse unless transportation infrastructure of all types is expanded to meet the demands of this growing region.



— Nadia Todorova, Executive Director, RCCAO



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RCCAO Welcomes Long Overdue MCEA Reforms

[*RCCAO Press Release, February 26, 2024*](#)

Vaughan, Ontario -- The Municipal Class Environmental Assessment (MCEA) reforms announced by the Government of Ontario are long overdue. The Residential and Civil Construction Alliance of Ontario (RCCAO) calls on MPPs from all parties in the legislature to support these critical reforms to MCEA.

For too long, the MCEAs have been a scattershot process that have been a significant driver of procurement costs in Ontario. This has led to regulatory duplications, project delays with no discernible benefit, and impeded the ability to build and maintain critical infrastructure across the province.

These reforms, if enacted, offer a predictable environment assessment process that upholds environmental protections, eliminates costly uncertainty from the EA process, and provides predictable timelines and requirements to enable better maintenance and construction of critical infrastructure across Ontario.

“Creating a consistent, clear and streamlined EA process will eliminate duplication, provide clear expectations regarding consultations and define timelines for critical infrastructure work while maintaining environmental protections,” said Nadia Todorova, Executive Director of RCCAO. “RCCAO research has consistently shown that the MCEA process in Ontario takes too long and costs too much for taxpayers. Given the volume of evidence of the serious implications of the time and cost delays associated with the MCEA process, we are pleased to see the government continue its modernization efforts of the MCEA process.”

RCCAO has long been a leading voice in Ontario advocating for reforms to the MCEA process. [Our research](#) contains numerous examples of infrastructure projects where the added time and MCEA-related study costs outstrip the capital construction costs of the project itself.

Two such examples that illustrate the need for reform are two bridge projects in Caledon:

1. A box culvert style bridge that took 2.5 years to build:
 - Capital costs: \$489,000
 - Study costs: \$494,000
2. Another box culvert style bridge, going from an existing one-lane to a two-lane:
 - Capital costs: \$600,000 (*came in under budget*)
 - Study costs: \$1,100,000

“The EA process has, for too long, resulted in costly and time-consuming delays for the construction of low-risk municipal infrastructure. It has stifled our ability to grow at the pace necessary to keep up with the demand for housing and population growth in the province,” said Patrick McManus, Executive Director of the Greater Toronto Sewer and Watermain Contractors Association.

“Streamlining this process to eliminate the duplication of approvals and to allow projects to proceed as planned by the respective municipalities will go a long way towards remedying this problem.”

RCCAO will continue to advocate for sensible reforms to improve the operating environment for Ontario’s construction industry. Public policy that better aligns with on-the-ground realities will ensure the province and municipalities maximize available resources to build and maintain critical infrastructure across Ontario.

To read our submissions on these important reforms: click [here](#) and [here](#).



MCEA REFORM

CONSISTENCY, EFFICIENCY, PREDICTABILITY

The Municipal Class Environmental Assessment (MCEA) reforms announced by the Government of Ontario are long overdue. **If enacted, these reforms will:**



offer a **clear and consistent environmental assessment process** that upholds environmental protections



eliminate duplication and costly uncertainty from the environmental assessment process



provide **predictable timelines and requirements** to enable better maintenance and construction of critical infrastructure across Ontario



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RCCAO calls on MPPs from all parties in the legislature to support these critical reforms to MCEA.



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New Changes to the Ontario One Call System

Effective May 1, 2024, several new changes will be effective on the Ontario One Call system.

A key thing to note is that Administrative Monetary Penalties (AMPs) will only be issued against utility companies and locate service providers for late locates when a formal complaint is lodged. It is, therefore, incredibly important to lodge these complaints at the following link: https://on1call.i-sight.com/portal/reportonline?lang=en_US&theme=Ontario%201%20call

HIGHLIGHTS OF CHANGES EFFECTIVE MAY 1

LOCATE FEES

- As part of Bill 153, Building Infrastructure Safety Act, it is now legislated that there is no cost for the delivery of locates and relocates in Ontario.

TIMELINES

- Timelines for construction project locates have doubled to 10 business days under the definition of “large infrastructure projects” (below) or as One Call refers to them “Advanced Requests”:
 - At least two properties or parts of properties, each having its own municipal address, or
 - One or more properties or parts of properties, at least one of which has no municipal address.
- Single civic address locates will remain at 5 business days.
- There are no changes to emergency locate requests which will stay at 2 hours.
- One Call can file a complaint against the excavator if they file a request as “single-civic” instead of the “advanced request”.
- An advanced request can still be renegotiated but beyond the 10th day rather than the previous 5.
- The renegotiation must be agreed on by both sides in writing (e.g. if the excavator does not respond to the new date, it is not considered renegotiated). If the locate is not completed within 10 days, excavator can file a complaint with One Call and if it’s not resolved within 5 calendar days, it can be referred to an investigation.

COMPLAINTS/PENALTIES

- The Administrative Monetary Penalties (AMPs) are also coming into force as of May 1 and will be at the discretion of the assessor.
- The penalties are \$300 for both single and advanced for a max of \$10,000 per contravention (e.g. for each delayed locate). The \$300 can be a daily penalty.
- Underground infrastructure owners would be the ones paying the penalty, because they cannot contract out their responsibilities under the Act. Funds collected through the penalties will go to improve One Call’s capacity.
- AMPs are not automatic because when One Call reviews the data, they do not know if an incomplete is due to 360 feedback not completed, if locate has been renegotiated, or if the locate was not completed. This is why it’s within the discretion of the assessor.

Continued from Page 34

- Contractors need to lodge formal complaints when locates are late. The link where this can be done is referenced on page 1 of this document. It is understandable that there may be reservations in filing complaints but doing this means something, particularly in this new complaint driven enforcement system. Complaints will drive results and ensure there is accountability and tension in the system.

DEDICATED LOCATOR

- The Dedicated Locator (DL) model can be applied to excavations or digs where a project owner decides to use a DL or a project that satisfies the criteria prescribed by the Minister (this has not yet been created). Projects that meet both the definition of an “advanced request”, and DL project, must proceed as a DL project.

RCCAO will continue to engage with government on this important infrastructure file and will keep industry apprised of further changes.



**IF IT'S LATE,
FILE A COMPLAINT!**

The late delivery of underground utility locates costs us all.

To trigger an investigation and have accountability measures be considered, you must submit a complaint to Ontario One Call when a locate is late.



File a complaint:
ontarioonecall.ca/compliance-enforcement/file-a-complaint/



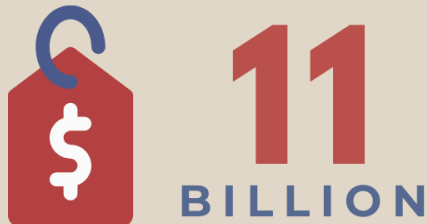
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2024 FEDERAL BUDGET

RCCAO'S RECOMMENDATIONS FOR THE GOVERNMENT OF CANADA



Congestion is costing the GTA's economy \$11 billion annually.

LABOUR IN ONTARIO BY THE NUMBERS: 2020-2030

Anticipated Retirement of Construction Workers: **86,000**

Additional Construction Workers Needed: **100,000**



41,000 CONSTRUCTION-RELATED JOBS AT RISK

Without adequate funding to support municipalities, decreased project tenders and building permits could lead to 41,000 layoffs.



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HIGHWAY 413

- ✓ Highway 413 represents critical transportation infrastructure that is necessary for our growing region and province.
- ! However, the federal government's involvement and overreach has severely hampered the expansion of this needed transportation infrastructure in the western GTA.
- ! RCCAO asks that the Federal Government **respect the recent advisory ruling by the Supreme Court, give the project back to the rightful jurisdiction – the Province of Ontario – and allow this critical transportation infrastructure project to get off the ground.**

IMMIGRATION

- ✓ RCCAO is advocating for the **out-of-status construction workers in the Greater Toronto Area program to be further expanded and made permanent.** Considerations should also be given to creating pathways to permanent residency for all construction workers that are here on any work permits.
- ✓ RCCAO would also like to see the **amendment of the Federal Skilled Trades Stream (Express Entry) to recognize NOC Level C and D occupations in construction.**

STATE-OF-GOOD-REPAIR FUNDING

- ! RCCAO is urging the Government of Canada, in partnership with the Province of Ontario, to **provide municipalities with additional and renewed financial assistance for their upcoming budgets**, including financial assistance that bridges the extraordinary budget gap caused by the pandemic and provides certainty.
- ✓ RCCAO will continue to work in collaboration with all levels of government to ensure that funding is allocated to shovel-ready projects that can be immediately tendered, protect jobs, and address critical infrastructure renewal.



RCCAO Statement on the 2024 Federal Budget

Nadia Todorova, Executive Director of the Residential and Civil Construction Alliance of Ontario (RCCAO), made the following statement in response to the Federal budget 2024:

“The acceleration of the capital cost allowance in the Federal Government’s new housing plan is positive and represents a significant boost to the rental housing sector that will incentivize more units being built.

Leveraging Canada’s immigration system to expand workforce capacity to build housing, linking transit infrastructure dollars to permitting greater density in urban areas, and reducing municipal red tape to fast-track home construction are long overdue reforms.

As RCCAO research revealed, over one third of the cost of a new home in Canada today is taxation. More must be done to lower taxation levels on new homes for first time homebuyers and it is critical this plan receives sustained followthrough to realize the alleviation and ultimately solving of Canada’s housing crisis.”

Research commissioned by RCCAO, *Will Feds Answer the Call? Infrastructure Investment Lags Amidst Highly Taxed Housing Construction*, is available on RCCAO’s website:

<https://rccao.com/documents/Will-Feds-Answer-the-Call-Economic-Analysis-Report.pdf>

RCCAO Celebrates International Women's Day

On March 8, RCCAO was proud to honour and recognize the hardworking women whose talent, energy and skills are building and maintaining Ontario's critical infrastructure.

RCCAO remains committed to elevating and supporting the dedicated women working across the construction industry who serve as an inspiration to us all.



Celebrating
WOMEN

INTERNATIONAL WOMEN'S DAY

MARCH 8, 2024



RCCAO Convenes Roundtable with Minister Sarkaria

To build Ontario, government and industry need to be collaborative partners.

On March 1, RCCAO convened a roundtable with Minister of Transportation Prabmeet Sarkaria to discuss key priorities for industry.

We discussed the importance of moving forward with critical transportation #infrastructure projects like Highway 413 and the Bradford Bypass, two projects that will be key to alleviating gridlock in a rapidly growing region.

We also talked about priorities for regulatory reform, including ways to improve the underground utility locates process, the benefits of increasing the use of recycled crushed aggregate in road projects, and streamlining regulatory barriers to building critical infrastructure.

RCCAO and our members are proud to maintain a close and constructive relationship with the Ministry of Transportation and continue to be a leading advocate in building Ontario's future.



RCCAO Issues Statement on the Passing of Former Prime Minister Brian Mulroney

RCCAO Statement via LinkedIn, February 29, 2024

STATEMENT

February 29, 2024



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“RCCAO mourns the passing of former Prime Minister Brian Mulroney, a true statesman whose leadership transformed Canada's trajectory. Through initiatives like the Canada-U.S. Free Trade Agreement, he played a significant role in shaping our nation's economic landscape. As we reflect on his legacy, we recognize his unwavering dedication to Canada, and extend our deepest condolences to his loved ones during this difficult time.”



RCCAO Statement on Introduction of One Fare Program

[RCCAO Statement via LinkedIn, February 5, 2024](#)

RCCAO commends the Ontario government for championing transit affordability with the One Fare Program. This initiative enriches commuter choices in the Greater Golden Horseshoe and underscores the need for a comprehensive investment in infrastructure.

By supporting diverse transportation options, we build more resilient and interconnected communities, where highways and transit systems combine to meet the evolving needs of a rapidly growing region.

RCCAO Advocacy and Engagement in Action



Nadia Todorova · 1st
Executive Director at RCCAO
1mo · 🌐

An absolute pleasure to attend [Toronto Region Board of Trade](#) Annual Dinner alongside industry colleagues, business leaders and elected officials.

Great to hear from Premier [Doug Ford](#) as he highlighted his vision for Ontario, "to make it the most competitive jurisdiction in all of North America...including the [#roads](#), the highways, the public [#transit](#) to move our people and economy forward". It was also gratifying hearing the Premier emphasize that "we need to keep building and keep cutting red tape".

Thank you to [Teresa Di Felice](#), [Lauren Fisher, MA, RP\(Q\)](#) and the whole [CAA Club Group](#) team for having me join them!



Toronto Region Board of Trade Annual Gala



Nadia Todorova
Executive Director at RCCAO
3w

It was wonderful to attend today's [Empire Club of Canada](#) luncheon featuring Minister [Peter Bethlenfalvy](#) as he discussed the upcoming provincial budget.

It was gratifying to hear the Minister emphasize that the government's focus will continue to be on getting "shovels in the ground for critical infrastructure like homes, roads and transit".

Building on the day's earlier announcement of \$1.8 billion for housing-enabling [#infrastructure](#), the Minister emphasized that "we need to think down the road" in terms of building up the province for future generations.

Thank you to [RCCAO](#) members and industry partners for joining us - [Patrick McManus](#), [Richard Lyall](#), [Michael Giles](#), [Steven Crombie](#), [Amina Dibe](#), [Abdus S.](#), [Louis-Philippe Champagne](#), [Sibel Cicek](#)



Empire Club of Canada Luncheon Featuring Minister Bethlenfalvy



Nadia Todorova · 1st
Executive Director at RCCAO
2w · 🌐

It was an absolute pleasure to attend the [Toronto Region Board of Trade's](#) Transportation Symposium! The dynamic discussions, vibrant speakers and unique perspectives made for a valuable experience.

It was great to hear from Minister [Prabmeet Sarkaria](#) as he reiterated the government's continued focus on building critical [#transportation](#) and [#transit](#) [#infrastructure](#).

I also appreciated getting an insight into the shifts of transportation patterns post-pandemic and what they mean for commuter options and integrating regional transit systems.

A sincere thank you to the [CAA Club Group](#) and [Teresa Di Felice](#) for invite!



Toronto Region Board of Trade Transportation Summit



Nadia Todorova · 1st
Executive Director at RCCAO
2mo · 🌐

Valuable and frank conversation this morning at the [Vaughan Chamber of Commerce](#) with MP [Francesco Sorbara](#) ahead of the 2024 Federal Budget.

Some of the specific asks that [RCCAO](#) members would like to see in the upcoming federal budget include:

- Removing the hurdles for Highway 413 to proceed
- Immigration reform to address the skilled labour shortage
- Additional funding for state-of-good-repair work

Thank you to [Abdus S.](#) and the whole team at the Chamber for another stellar event!



Vaughan Chamber of Commerce Federal Budget Discussion



Nadia Todorova · 1st
Executive Director at RCCAO
3mo · 🌐

It was great to hear Minister [Sean Fraser](#) at the [Empire Club of Canada](#) today!

All levels of government need to collaborate and act to end Ontario's [#housing](#) crisis, with municipalities uniquely positioned to enable building and streamlining housing developments.

It was also great to hear the Minister recognize how costly it is to build in Canada today and the need to expand our [#skilledtrades](#) and [#construction](#) labour force.

[RCCAO](#) members and industry will continue to work with the Minister to make this a reality.

Thank you to [RCCAO](#) members and industry partners for joining us today - [Peter Smith](#), [Richard Lyall](#), [Raly Chakarova](#), [Derrick Speakman](#), [Andrew Pariser](#), [Michael Giles](#), [Andrea Adams](#)



Empire Club of Canada Luncheon Featuring Minister Sean Fraser

Construction and Design Alliance of Ontario

CDAO
89 followers
1w · 🌐

A valuable and dynamic panel during CDAO's Procurement Day focused on key "lessons learned" from the pandemic in the [#construction](#) industry.

The panel discussed the major challenges that industry experienced during the pandemic and the [#innovative](#) approaches that were developed as a response and how these solutions can be implemented for the future.

[#infrastructure](#)



Construction and Design Alliance of Ontario Procurement Day Panel

Residential and Civil Construction Alliance of Ontario (RCCAO)

The Residential and Civil Construction Alliance of Ontario was founded in 2005. We are a unique alliance of labour and management construction groups that advocates for investment in Ontario infrastructure. We have commissioned independent research reports and videos to help inform decision-makers with a vision of "Constructing Ontario's Future."

RCCAO has an excellent track record of working with governments at all levels to help develop solutions to complex issues. Using a co-ordinated, evidence-based approach with key stakeholders, RCCAO has had a significant impact on the infrastructure agenda and is relied upon by government decision-makers for its expertise.

Our members are:

- Greater Toronto Sewer and Watermain Contractors Association
- Heavy Construction Association of Toronto
- International Union of Operating Engineers, Local 793
- Joint Residential Construction Association
- LiUNA, Local 183
- Ontario Formwork Association
- Toronto and Area Road Builders Association

As an alliance, RCCAO advances the infrastructure debate in a non-partisan manner. While expanding opportunities for the construction sector is a core mission, many of RCCAO's objectives will ultimately serve the betterment of society.



Feedback on this newsletter is welcome.
Please send your comments to media@rccao.com.