

RESOLUTION # 1 (External)



Submitted to: Ontario Ministry of Labour
Ontario Ministry of Revenue
Ontario Ministry of Municipal Affairs and Housing
Ontario Workplace Safety and Insurance Board
Federal Minister of State (Small Business and Tourism)
Canada Revenue Agency

Submitted by: OHBA Executive Committee

Date: September 22, 2011

Subject: Underground Economy Task Force

Whereas: The underground economy remains a serious challenge in the construction industry and across many other sectors. It is a source of revenue loss to all levels of government and various government agencies as well as threatening the competitiveness of legitimate business; and

Whereas: Underground economic activity in the construction industry measures in the billions of dollars in Ontario. It compromises the health and safety of workers and the public, exposes consumers to liability risks, and it undermines employment standards; and

Whereas: The provincial government has not conducted a comprehensive examination into all aspects of the underground economy in the construction sector in a number of years. In 2005 the Joint Advisory Implementation Group (JAIG) conducted a very focused probe into aspects of underground construction activity as it relates to the WSIB; and

Whereas: A significant reduction of underground activity will improve health and safety, limit risk exposure to consumers, increase government taxation revenue and create a fairer, more competitive environment for all construction companies; and

Therefore be it resolved that: the provincial government set up an Underground Economy Task Force with a focus on the construction sector to:

- Consult with diverse stakeholder groups including OHBA regarding the underground economy;
- Research best practices for underground mitigation methods in other jurisdictions;
- Provide recommendations with respect to tax policy, regulatory policy, red tape reduction, enforcement activities, incentives and information sharing between agencies to combat underground economic activity;
- Consider province-wide campaigns to raise public awareness of the negative impact of the underground economy in the home renovation industry.

MOVED: Chuck McShane

SECONDED: Rick Martins

CARRIED

RESOLUTION # 2 (External)



Submitted to: Ministry of Municipal Affairs and Housing

Submitted by: OHBA Executive Committee

Date: September 22, 2011

Subject: Development Charges Act

Whereas: Ontario and municipalities continue to experience an infrastructure deficit; and

Whereas: The Province of Ontario has increased fiscal support for the expansion and maintenance of core infrastructure and made significant investments in municipal transit systems; and

Whereas: A number of Ontario municipalities are planning to construct higher-order transit lines that have shared funding agreements with the provincial government (in some cases federal contributions also apply). Nonetheless, significant municipal financial contributions to fund the transit lines will be required; and

Whereas: The *Development Charges Act* as it relates to transit funding must not include an increase that would result in the level of service exceeding the average level of that service provided in the municipality over the 10-year period immediately preceding the preparation of the background study. Furthermore, the increase in the need for service must be reduced by the extent to which an increase in service to meet the increased need would benefit existing development; and

Whereas: Funding the municipal transit expansion contributions through development charges without allocating a significant share of the cost burden across the broader tax base is an inequitable financing solution that requires a small portion of the population (new home buyers) to fund infrastructure that has broad community benefits; and

Whereas: The *Provincial Municipal Fiscal and Service Delivery Review* (PMFSDR) released in fall 2008 is an agreement between the Province of Ontario, AMO and the city of Toronto that uploads a number of services (Ontario Disability Support Program, Ontario Drug Benefit, Ontario Works Benefits and a portion of court security), therefore providing significant additional fiscal capacity for municipalities to invest in core infrastructure. For the year 2011, the estimated net benefit of the uploads is \$947 million, which will rise to \$1.5 billion a year by 2018; and

Whereas: The provincial government increased the capacity of municipal governments to invest in core infrastructure through sharing two cents per litre from gas tax revenues with municipalities for long-term, sustainable support for new transit equipment, fleet maintenance and expanded operations. A total of 89 Ontario transit systems, serving 111 municipalities receive provincial gas tax funding totaling over \$300 million on an annual basis; and

Whereas: The federal Gas Tax Fund (GTF), a key component of the *Building Canada* infrastructure plan, is helping to build Canada's communities by providing predictable and long-term funding in support of municipal infrastructure. From 2007-08 to 2013-14, municipalities will receive a total of \$11.8 billion in gas tax funding.

Therefore be it resolved that: The provincial government consider expanding the successful gas tax program through an additional phase in of 3 cents per litre of the **existing** gas tax as economic conditions improve and the provincial deficit is reduced; and

Therefore be it further resolved that: with the PMFSDR uploads and increasing existing gas tax allocations from the provincial and federal governments to provide core infrastructure funding it would be inappropriate and inequitable to increase government imposed charges on new home buyers through an elimination the 10-year service average provision from the *Development Charges Act*.

MOVED: James Bazely

SECONDED: Diane Murray

CARRIED

RESOLUTION # 3 (External)



Submitted to: Ministry of Training, Colleges and Universities
Ontario College of Trades

Submitted by: OHBA Training and Education Committee

Date: September 22, 2011

Subject: Journey-person-to-Apprenticeship Ratio

Whereas: OHBA is concerned about the future labour supply for skilled trades; and

Whereas: a career in construction should be promoted as a viable option for people when choosing a career; and

Whereas: as part of the accreditation process for some trades there is an apprenticeship component where the worker must be trained on-the-job alongside fully accredited journeypersons; and

Whereas: the current journeyperson-to-apprentice ratio does not provide opportunities and creates a barrier to entry for new apprentices; and

Whereas: many construction employers in Ontario have found it difficult to hire apprentices to train because of the restrictive ratio regime thereby limiting the opportunities for young people; and

Whereas: the ratio model is especially prohibitive outside the Greater Toronto Area, where smaller-sized firms make the ability to train apprentices difficult for employers; and

Whereas: the majority of provinces have a 1:1 journeyperson-to-apprenticeship ratio for most skilled trades; and

Whereas: amending the ratio requirements to 1:1 would open up thousands of new apprenticeship opportunities; and

Whereas: the **Ontario College of Trades and Apprenticeship Act, 2009** allows for a review of the journeyperson-to-apprenticeship ratio through Part 9 of the legislation; and

Whereas: The Minister of Training, Colleges and Universities also has the authority under the **Trades Qualification and Apprenticeship Act, 1990** to prescribe the journeyperson-to-apprentice ratio through a change in regulation;

Therefore be it resolved that: the Ministry of Training, Colleges and Universities and/or the College of Trades move to change the journeyperson-to-apprentice ratio in skilled trades to 1:1.

MOVED: Rick Martins

SECONDED: Shellie Chowns

CARRIED