**ERO GET IT DONE 019-8273 MARCH 13, 2024**

**CLIMATE ACTION NEWMARKET AURORA**

**Input Response - SUBMITTED MARCH 13, 2024**

ERO GET IT DONE 019-8273 MARCH 13, 2024  
CLIMATE ACTION NEWMARKET AURORA  
Input Response

Climate Action Newmarket Aurora opposes all components of Bill 162 except for the automatic plate renewal and the already agreed upon reversal of boundary changes with municipalities.

KEY POINTS OF CONCERN:

* Environmental assessment amendments and carbon pricing amendments are buried further down in schedules and not clearly evident in the summary overview - misleading to the public accessing the ERO;
* Referendum proposal will be required to protect against carbon pricing (Schedule 5 in supporting documents) directly in opposition to Canada’s Supreme Court ruling that it is the federal government who has jurisdiction on carbon pricing:
* i) is based on similar tax and rebate programs developed by conservative economists and governments  
  ii) negates Canada’s global target commitment to draw down carbon emissions  
  iii) 80% of carbon pricing goes back to families which contradicts what this provincial government is implying when it says this Act will help improve the cost of living of the average household as the majority of households get more back from the carbon pricing than they pay.  
  iv) The fuel tax cuts at the pump in place until June 2024. While the province says it has saved average Ontario household $260 since 2022, it is these very households that are paying for the fossil fuel tax cut by the 2022 $100 million tax surplus (money that could have gone to clean energy), and not by offending GHG industries  
  v) Carbon pricing has been shown to speed up the transition process to clean energy and cleaner infrastructure, therefore this Act is hindering legislated climate goals  
  vi) What are the specifics of the provincial alternative plan, as is federally legislated should carbon pricing not be in place? Premier Ford is yet to show a plan for climate emissions reductions except to say that Ontario will reach Paris Agreement levels by 2030:  
  a) This provincial government cancelled electrical vehicle and energy efficiency retrofit rebates, and FIT & microFIT energy purchasing.  
  b) Ontario’s future energy plans still include controversial new fossil gas plants and expansions  
  c) Ontario emissions are going up due to this provincial government’s policies on energy production and determination to keep more fossil fuel based vehicles on our highway systems.  
  d) 750 clean energy hydro projects cancelled in 2018 costing taxpayer $231 million  
  e) Premier Ford’s plan is to reduce to 144 megatonnes annually by 2030 which is Paris agreement but not the accelerated level that COP26-28 have expressed and doesn’t factor in the growth in population.  
  f) David Piccini, Environment Minister at the time, said they would continue to build ‘on the green infrastructure that Ontario needs, creating the conditions for clean jobs for future generations and working in partnership with industry to decarbonize.’ How does a referendum on carbon pricing strategies support this?;
* Environmental Assessment Act amendments:
* i) Timelines of assessments for highways and infrastructure are being cut  
  ii) Additional lands can be expropriated prior to assessments being completed;
* The cost:
* i) No disclosure of the individual costs of highways like the 413 and Bradford Bypass after years of planning; outside estimation is approximately $12 billion  
  ii) $20 million of taxpayers money spent on political advertising about Ontario ‘ Getting It Done’, yet none of the provincial climate targets are being met  
  iii) Provincial government has only provided municipalities and concerned organizations with 30 days to respond to a legislation amendment proposal that encompasses changes to eight other legislative acts.
* Climate Action Newmarket Aurora’s recommendations are:
* NO to The 413 and Bradford Bypass:  
  \* Construction and induced demand that increases vehicles on the road  
  \* 17,400,000 tonnes by 2050 in CO2 emissions and environmental consequences; preventing us from meeting climate goals  
  \* Paving over 400 acres of Greenbelt, provincially significant carbon capture wetlands, and 2000 acres of prime farmland  
  \* Short and long term impact on freshwater headlands, systems and wells  
  \* Endangering 29+ federally recognized species at risk  
  \* Starting at: $10 billion (413), $2-4 billion (Bradford Bypass), $2 billion (404 to highway 12) of taxpayer money to benefit select developers  
  \* False claims of ‘travel time saved’; government and independent traffic studies shown this to be grossly inaccurate;
* NO to municipalities having to rely on more development to fund more Go and transit stations (Ontario Minister of Infrastructure bill Sept 25, 2023);
* NO to Carbon pricing referendum legislation on a proven method to reduce industrial emissions that also acts as a positive catalyst for a clean energy job economy, and improved financial circumstances for every household;
* NO to further erosion of the Environmental Assessment Act whereby procurement/expropriation of land can happen before assessments are completed.
* YES to:
* Automatic plate renewal;
* Reversal of municipal boundaries legislation caused by Homes Built Faster Act;
* Strengthening the Environmental Assessment Act to prevent the further destruction of our biodiversity, endangered species, carbon sinks, and oxygen producing trees;
* Improving public transit - stop stalling on transit projects like Innisfil; provide funding the TTC cross-boundary services; keep Metrolinx accountable for services like Kitchener to London;
* The province publishing health, emissions and traffic reports for the proposed highways
* Obtaining UNDRIP, federal Bill C-15 Action Plan of prior and free consent from First Nations for land expropriation;
* If necessary, buying back 407 as a no toll highway since it already exists;
* Reinstating housing retrofit rebates and EV incentives with the carbon pricing tax acquired in 2022 and 2023;
* Legislation that increases affordable housing density intensification in existing municipal boundaries; forcing private sector and work forces to align themselves to the real needs;
* Protecting the Greenbelt as promised from all encroachments, including redundant highways when other options exist;
* An investigation into similar inappropriate processes that were used for the lands removed/planned for removal from the Greenbelt for housing development to happen for both the 413 and Bradford Bypass.