



CITY OF BRAMPTON 2024 ASSOCIATION OF MUNICIPALITIES OF ONTARIO CONFERENCE



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Left to right, top row: Martin Medeiros (Regional Councillor Wards 3 & 4), Harkirat Singh (City Councillor Wards 9 & 10, Deputy Mayor), Michael Palleschi (Regional Councillor Wards 2 & 6), Gurpartap Singh Toor (Regional Councillor Wards 9 & 10), Paul Vicente (Regional Councillor Wards 1 & 5), Rod Power (City Councillor Wards 7 & 8)

Left to right, bottom row: Dennis Keenan (Regional Councillor Wards 3 & 4), Navjit Kaur Brar (Regional Councillor Wards 2 & 6), Patrick Brown (Mayor), Rowena Santos (Regional Councillor Wards 1 & 5), Pat Fortini (Regional Councillor Wards 7 & 8)

**BUILDING
A BETTER
BRAMPTON**

MAYOR'S MESSAGE

The City of Brampton is pleased to be participating in this year's AMO conference, collectively working to make municipal governments stronger and more effective. Brampton strongly believes in forging strong partnerships with all levels of government, to achieve shared goals and meet common challenges.

This year, the City of Brampton is celebrating its 50th birthday. This milestone stands as a testament to the extraordinary journey of transformation and growth. Brampton is now the fourth largest city in Ontario, with a population of more than 744,000 people who come from all corners of the world to make Brampton their home.

Our population is young and diverse and grows with high immigration levels, on course for one million residents. Brampton has a talented workforce, focused on building our communities and securing a prosperous future. Brampton is committed to building homes, as indicated in our housing pledge to build 113,000 homes by 2031.

We want to thank the province for its support of the Hazel McCallion Light Rail Transit (LRT) project and look forward to partnering with the province to see the project completed.

Brampton's growth comes with new opportunities.

Like other municipalities in Ontario, Brampton faces challenges in providing affordable housing for residents, improving transit, mitigating the impact of climate change, providing a second hospital for Brampton and a cancer centre for a growing and aging population.

We are grateful for the province's contributions and look forward to working with you and our municipal partners to find solutions for these challenges. Thank you for your continued support of our great city. When Brampton wins, we all win.



Mayor Patrick Brown



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SUMMARY

The City of Brampton welcomes the support and funding received from the provincial government. As we look ahead to the 2024 fiscal year, we are encouraged by the alignment of our priorities. We look forward to your partnership, funding and support to build Brampton.



OUR FUNDING PRIORITIES

TRANSIT

Hazel McCallion Light Rail Transit (LRT) Completion

Investment Needed: \$2.8B

\$1.4B provincial funding required

\$1.4B federal funding required

Queen Street - Highway 7 BRT Investment Needed:

\$500M

\$250M provincial funding required

\$250M federal funding required

Third Transit Facility Electrification Investment Needed:

\$150M

\$75M provincial funding required

\$75M federal funding required

Transit Electrification

Brampton needs the province to commit to transit electrification by establishing funding programs to complement the federal Zero Emission Transit Fund and the Canada Public Transit Fund, for municipalities to implement critical electrification projects.

In addition to electrifying the third transit facility, funding is needed to implement the following transit electrification projects:

- Purchase of approximately 250 ZEBs (40ft and 60ft) - \$271M (\$542M)
- Existing Facility Electrification Retrofits \$67.5M (\$135M total)
- On-Street Charging Infrastructure - \$5.5M (\$11M)

*Note the costs anticipated for these projects are currently under review and will become better known as project planning continues.

GO Transit

Kitchener Line Two-Way All-Day GO Train Service

HOUSING

The City calls on the province to take decisive action to ensure proponents deliver on units within a reasonable time once approved through the municipal development approvals system. A “use it or lose it” approach will ensure development moves forward in a timely manner to meet the new housing target of an additional 113,000 new housing units in Brampton by 2031.

The City requests the province work with the municipal sector and key stakeholders to ensure implementation of changes in Bill 23 does not put additional burden on the property tax base.

Brampton calls on the Ministry of Municipal Affairs and Housing to collaborate with the City and the Region of Peel in exploring all available tools, innovations and opportunities to provide affordable housing options.

This includes affordable ownership choices and purpose-built rental units to address the diverse housing needs of all Brampton residents: first-time home buyers, multi-generational families, new immigrants, seniors and students.

The City of Brampton requests the province work with the City to review surplus or underutilized crown lands in Brampton for the potential provision of affordable housing.

We request the province work with municipalities to ensure sufficient resources and funding is made available to provide residents with adequate green spaces, accessible parkland and recreational space to ensure complete and livable communities.

The City requests the province work with municipalities to ensure key policy requirements outlined through the Growth Plan be carried forward into the proposed Provincial Planning Statement to ensure creation of complete communities.

ECONOMIC DEVELOPMENT AND INNOVATION

The Research & Innovation Centre network’s funding through MEDJCT has only increased by \$15,000 in the past last seven years, representing a significant constraint for staff retention and programming development.

The Brampton Entrepreneur Centre is grateful for the increased funding to Ontario small business programming, such as Starter Company and Summer Company, yet disappointed that the funding for Core Service Delivery was not increased and the Digital Service Squad did not continue. In the past, this team of digital consultants helped Brampton’s small businesses receive digital marketing support and access to our grants and support programs for small businesses.

The City is grateful for the fiscal commitment in the 2023 Provincial Budget for BHive programming. We look forward to finalizing the agreement.

In 2024, the Cybersecurity Catalyst will open the National Cybersecurity Centre to serve as a national hub for best practices, and development of best-in-class training for municipal staff, in both technical and non-technical roles. Catalyst would welcome the province’s support in bringing this vital new centre to life.

With Brampton’s growth comes increasing diversity, with the city demographic now speaking 171 languages among 250 ethnic backgrounds. We ask the province to celebrate this economic diversity and support economic development organizations to better support Black, Indigenous, and People of Colour-Owned (BIPOC) businesses through new funding to allow new programs or augment existing programs.

RIVERWALK

The City of Brampton is requesting provincial investment in Riverwalk, with the province matching the federal contribution of \$38.8M to remove the SPA enabling transformation of downtown Brampton and major new development.

ACTIVE TRANSPORTATION

A new type of 'bicycle crossover' provides people on bikes the right-of-way over vehicles when crossing low volume roads - like the new type of pedestrian crossover introduced in 2016 through the Highway Traffic Act Regulation ON. 402/15.

Re-introduce a funding stream like the Ontario Municipal Commuter Cycling Program to implement active transportation infrastructure and programs as part of the province's #CycleON Cycling Strategy.

CLIMATE ACTION

Brampton looks to partner with the provincial government to make the necessary investments and policy changes to support a healthy environment, economy, and community.

The City requests the provincial government provide funding to the Centre for Community Energy Transformation (CCET).

Facilitating energy efficiency and greenhouse gases (GHG) reduction, as well as long-term reductions to operational costs of homes and buildings require:

- Strengthening the Ontario Building Code to increase minimum energy efficiency requirements for new and existing buildings, and/or allow municipalities to require greater than Ontario Building Code performance;
- Training and capacity building for local governments, trades, industry, and other stakeholders to support the transition to net zero homes and buildings;
- Providing funding for residential energy retrofit programs, such as the proposed Peel Residential Energy Program; and,
- Offering financial incentives for the development of District Energy Systems in urban centres, mobility hubs and intensification corridors.

The City is actively exploring opportunities to further advance our plans for deployment of electric vehicles as part of an innovative and sustainable Brampton Fire and Emergency Services.

The City requests financial support to improve parks and other open spaces to provide nature-based play, and restore ecosystems, such as the Eco Park Education Centre, the Eastbourne Parks Eco Space Retrofit, Norton Place Park Woodland, Wetland & Shoreline Restoration Project, as well as the Donnelly Ponds Shoreline Restoration Project.

Support is required to improve stormwater management, protect our waterways, and prepare for climate change through:

- Updating provincial guidelines for stormwater management to enhance quality and quantity control requirements; and,
- Providing financial support for programs focused on gray and green infrastructure improvements, such as Brampton's Stormwater Retrofit Program.



MUNICIPAL FISCAL SUSTAINABILITY

The City requests the Province of Ontario work with Brampton Fire and Emergency Services to address fiscal impacts from the NFPA transition and Ontario Fire College closure.

The City of Brampton requests the provincial government double the Heads and Beds levy to ensure additional funding is available to provide municipal services for international students.

The City of Brampton supports and endorses AMO's recommendations to the province to address the growing municipal liability and insurance costs, aiming to align municipal liability with the proportionate responsibility for incidents and cap awards.

HEALTH CARE

Continued support and approvals from the province to bring Brampton's new second hospital and a comprehensive Cancer Care Centre to life for the community.

Equitable and appropriate hospital and health care investments to address historic underfunding and to meet the needs of Brampton's rapidly growing and diverse population.

Provincial funding to support the Toronto Metropolitan University (TMU) School of Medicine, including support for William Osler Health System's (Osler) role as the primary clinical partner.

Provide Osler with additional funding to build a comprehensive stroke program, which will enable Osler to embark on a journey to become a district stroke centre.

Give serious consideration to and provide a planning grant for a third hospital in Brampton.

COMMUNITY SAFETY AND WELL-BEING

Ensure the timely allocation and effective utilization of the \$117M committed to the Brampton Courthouse, enhancing the judicial infrastructure to support a growing population and improve access to justice.

Advocate for increased funding and resources to expand mental health and wellness programs for youth, addressing the critical need for mental health support services in schools and community centers to foster a healthier, more resilient young population.

Work with universities and colleges to create more student housing options for students to meet the current and forecasted demand.

Strengthen initiatives and funding aimed at preventing gender violence by enhancing support services for survivors, increasing public awareness campaigns, and fostering partnerships with local organizations to create safer communities for all residents.

Address the rising cost of living by advocating for policies and programs that provide financial relief and support to low and middle-income families, including affordable housing initiatives, increased minimum wage, and accessible public services to enhance the quality of life in Brampton. Address the overcapacity crisis in the regional shelter system by pushing for immediate investments and long-term solutions to increase shelter capacity, improve services, and support pathways to permanent housing for those in need.

AUTO INSURANCE

Move swiftly on the government's commitment to fixing Ontario's broken auto insurance system and making auto insurance more affordable.



TRANSIT

Local Initiatives

Regional Impacts

Hurontario LRT Extension

Queen Street - Hwy 7 BRT

Transit Electrification

GO Train Service

RIDERSHIP
FOR 2023
31% HIGHER THAN 2022

40.9M+



473
BUSES

1.4M
SERVICE HOURS

2,683
BUS STOPS



1,007
BUS SHELTERS
& ZUM STATION STOPS



1,550
FULL-TIME
POSITIONS



3
TRANSIT
TERMINALS

2
MAINTENANCE
& STORAGE
FACILITIES

BUILDING A CONNECTED COMMUNITY

The City of Brampton is the fastest growing of Canada's 25 largest cities. To address this rapid growth, we are creating a modern, integrated transit system by enhancing regional transit connections, increasing connectivity to transit infrastructure, offering sustainable transportation alternatives, and implementing advanced and environmentally friendly technologies.

Brampton Transit was the fastest-growing big city transit system in Canada, with ridership significantly outpacing population growth. During the decade leading up to the COVID-19 pandemic (2009-2019), Brampton's ridership grew by 160%, with a 38% increase in the three years (2016-2019) leading up to the pandemic. This ridership growth was unprecedented compared to the average increase in Ontario of 2.3% and the national average increase of 6.9% over the same three-year period (as per the Canadian Urban Transit Association).

Brampton Transit is also the first transit system in the country to not only fully recover, but also exceed its pre-pandemic ridership levels. As of June 2024, Brampton's year to date ridership is over 40% higher than pre-COVID levels.

With the new provincial growth targets, fair and adequate funding for public transit will contribute to vital infrastructure in our community and help build complete and connected neighbourhoods, while supporting economic recovery.



RIDERSHIP GROWTH & RECOVERY

160% ↑ Overall Ridership
2009-2019

38% ↑ Pre-COVID Ridership
2016-2019

40%+ ↑ Ridership Rebound
increase from pre-COVID levels

While Brampton has received some funding in the past, it has not received the same level of funding as other municipalities. Refer to chart below for details.

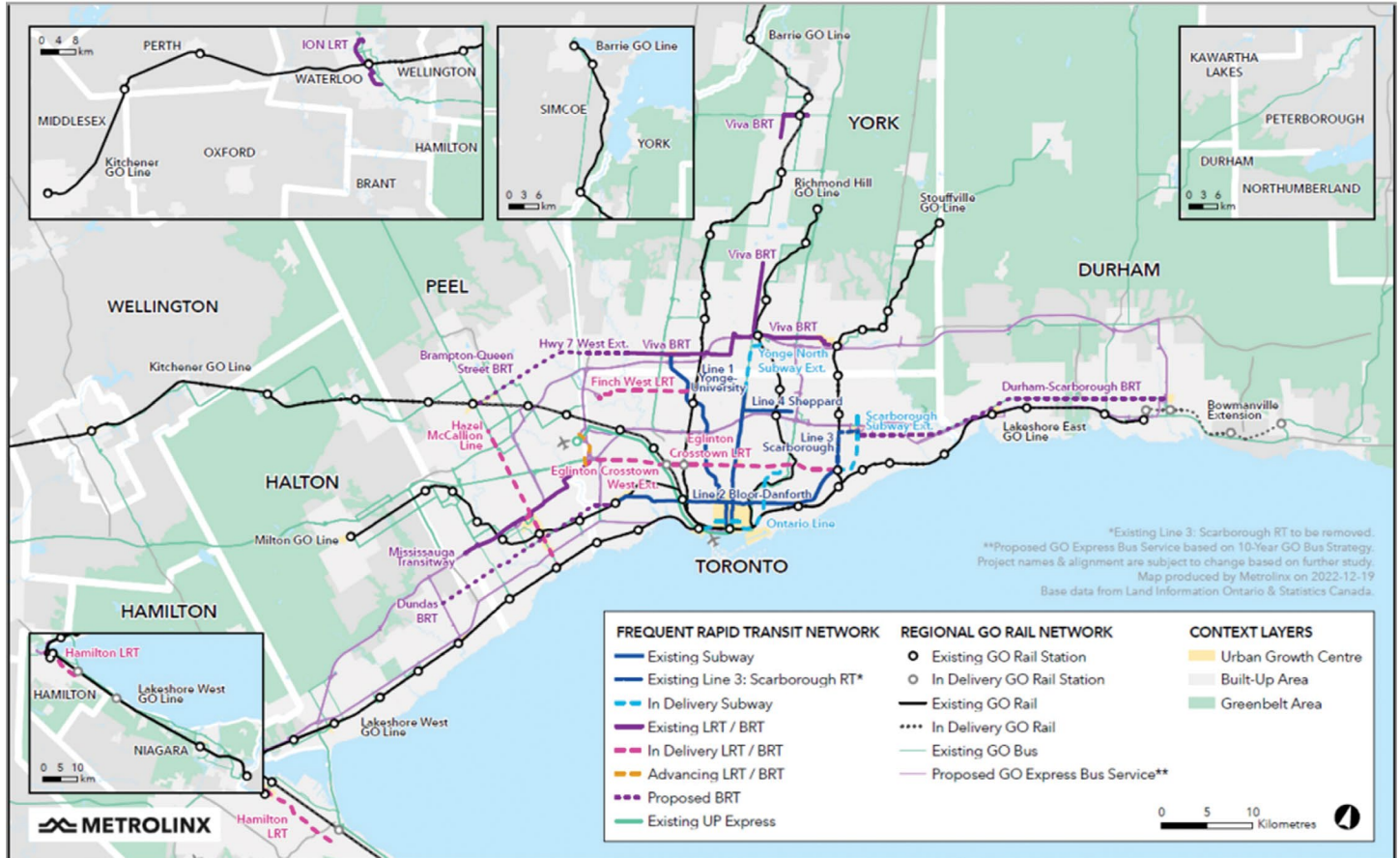
Funding Overview

Project	York Region (Yonge Subway Extension)	Brampton (Züm)	Kitchener/ Waterloo (Ion LRT)	Toronto (Scarborough Subway)	Hamilton LRT
Funding Date	2021	2008	2010	2013	2021
Total	\$5.6B	\$295M	\$818M	\$5.5B	\$3.4B
Federal	\$2.24B	\$95M	\$265M	\$2.26B	\$1.7B
Provincial	\$1.86B	\$95M	\$300M	\$3.24B	\$1.7B
External Funding as % of Total Cost	73%	64%	69%	100%	100%

BUILDING BRAMPTON, ENHANCING REGIONAL CONNECTIONS

A renewed provincial investment in key infrastructure for our rapidly growing community will ensure Brampton's success and continued contribution to the provincial economy.

The Hazel McCallion LRT and Queen Street-Hwy 7 BRT are crucial components of Metrolinx's Frequent Rapid Transit Network that will ensure connectivity between major public, corporate and institutional investments in our region.



COMPLETION OF THE HAZEL MCCALLION LINE

As part of the Get it Done Act, the Government of Ontario has designated the Hazel McCallion Line extension into downtown Brampton a priority transit project in the province.

While details on the funding and specific alignment supported by the province are anticipated shortly, the City of Brampton continues to advocate for the Council endorsed tunnel alignment for the completion of the Hazel McCallion Light Rail Transit (LRT) from Steeles Avenue to downtown Brampton.

The Hurontario-Main Street Light Rail Transit (LRT), known as the Hazel McCallion Line, will be an integral

part of the overall Greater Toronto & Hamilton Area (GTHA) transportation network. Completion of the Hazel McCallion Line will connect to GO Transit's Milton and Lakeshore West rail lines, Mississauga's MiWay, and the Mississauga Transitway along Highway 403, supporting Canada's Innovation Corridor. This is how the Hazel McCallion Line was originally envisioned in 2014.

The Hazel McCallion line also connects to the Hurontario-Steeles Gateway Mobility Hub, an integral connection in the city and a gateway to the downtown Brampton anchor mobility hub and urban growth centre.



HOUSING IMPACTS

32,256

NEW RESIDENTIAL UNITS

based on data within a 500m radius along the LRT Hurontario Street Corridor -

CURRENTLY 19,366 PROPOSED RESIDENTIAL UNITS, plus the projected growth in Downtown Brampton - northern part of LRT extension - with approximately **12,890 UNITS OVER THE NEXT 10 YEARS**



GHG EMISSIONS REDUCTION

UP TO 2,936 tonnes

OF GHG EMISSIONS REDUCTION ANNUALLY

*FOR THE YEARS 2030-2050

The LRT Phase 2 extension (tunnel option) is expected to generate over 17,000 job/years.

The Hazel McCallion LRT Phase 2 Extension from Steeles Avenue to Brampton GO Station fills a notable gap in the regional rapid transit network by connecting the Hazel McCallion Line directly to the Kitchener GO Rail line (Downtown Brampton Innovation GO Station), existing Brampton Transit and Züm service, and future higher order transit service on Queen Street.

The project will improve the functionality, resiliency, efficiency, and convenience of the higher-order transit network in Brampton and beyond.

Extension Investment Needed: \$2.8B

\$1.4B - Provincial funding required

\$1.4B - Federal funding required



HAZEL MCCALLION LINE LRT PREFERRED TUNNEL ALIGNMENT

The LRT Extension Study evaluated LRT options in a multi-level process. Over the course of the study, the options were evaluated, presented to the public and narrowed down to one surface and one underground for preliminary design.

In January 2024, Brampton City Council approved commencement of Transit Project Assessment Process (TPAP) for the tunnel alignment.

The tunnel option has distinct benefits for a vibrant downtown:

TIME SAVINGS

The tunnel alignment represents considerable time savings, with travel from Steeles Avenue, along Main Street, to downtown Brampton in about 7 minutes. This is:

- Almost 40% faster than current Züm BRT service (11 mins).
- Almost 25% faster than proposed surface alignment of the Hazel McCallion LRT (9 mins).
- And almost 3.5x faster for auto trips travelling the same corridor with the surface Hazel McCallion Line LRT (24 mins).

It is easier to extend the line further north along Main Street as intensification builds north of downtown Brampton.

It will be more reliable compared to a surface alignment as all the supporting infrastructure is underground.

Peak ridership will increase over the surface alignment.

By comparison, the surface alignment:

Makes it more challenging to harness downtown Brampton as a place-making destination (e.g. Farmers' Market and New Year's Eve celebrations) which would attract more intensification and more passengers on the LRT.

Will require Main Street to be closed to traffic through the downtown area when maintenance needs to be performed on both the Hazel McCallion Line LRT and other City infrastructure (e.g. street lighting).

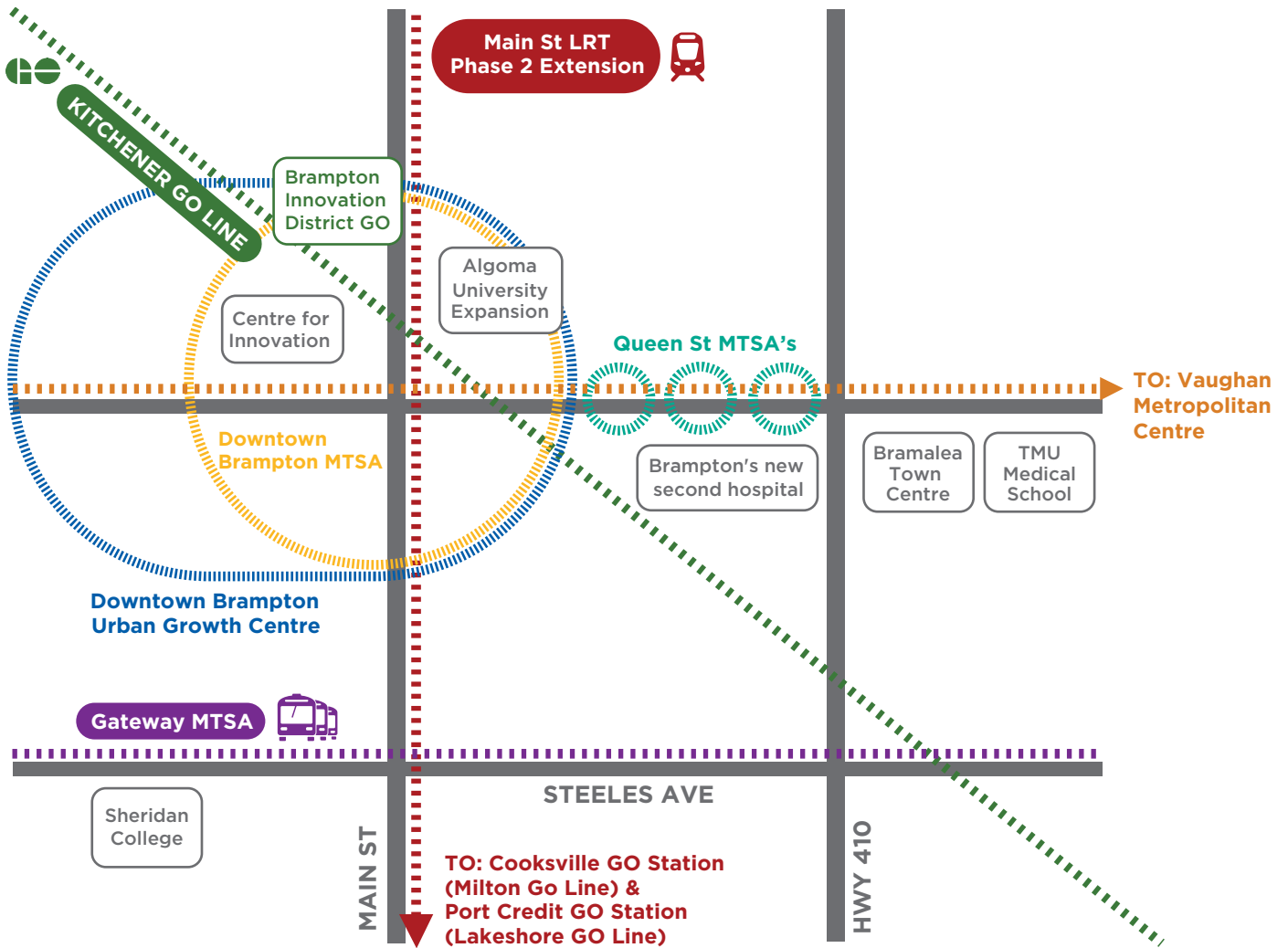
Has various operations and maintenance risks, particularly through downtown Brampton when the Hazel McCallion Line will be in mixed traffic (e.g. accidents can affect LRT

operations or disabled LRT vehicle could stop traffic).

Has impacts to heritage listed properties close to downtown Brampton.

The completion of the Hazel McCallion Line will support higher-density, mixed-use, and pedestrian-friendly development oriented to transit. This higher level of transit will be attractive to segments of the population, which Brampton is hoping to attract to its downtown core.

The City expects to complete the Transit Project Assessment Process (TPAP) and then transition the project to Metrolinx for the design, construction, and operational phases.



TRANSIT PROJECT ASSESSMENT PROCESS

The LRT Extension Study evaluated LRT options in a multi-level process. Over the course of the study, the options were evaluated, presented to the public and narrowed down to one surface and one underground for preliminary design.

On January 24, 2024, Council approved commencement of Transit Project Assessment Process (TPAP) for the tunnel alignment. The tunnel alignment represents significant travel time savings with travel from Steeles Avenue to downtown Brampton in about 7 minutes.

Following commencement of the TPAP for the tunnel alignment, the next steps in the project will include approval from the Ministry of Environment, Conservation & Parks and forwarding project documents to Metrolinx. The City expects to complete the Transit Project Assessment Process (TPAP) and then transition the project to Metrolinx for the design, construction, and operational phases.

The City also continues to support Metrolinx in the design and construction of the Hazel McCallion Line and will replace the existing Züm service on Hurontario, south of Steeles.

We thank the provincial government for their collaboration with the City to complete the Hazel McCallion Line in Brampton.

The City will continue to advocate with the provincial and federal governments for the necessary funding to advance this critical project.

Below are some of the critical projects the Hazel McCallion LRT will support.

DOWNTOWN REVITALIZATION

Brampton's downtown is on the brink of major investments that will redefine our City core and facilitate further growth and new residential and commercial development.

Our blueprint for downtown Brampton accounts for significant private sector investments. Currently there are 18 active development applications with an additional 5,877,000 sq ft of gross floor area (GFA) or a total number of almost 7,000 units being built.

The City is in the process of implementing a new Transit Hub near the Brampton Innovation District GO which will



form part of the downtown Mobility Hub.

This project will significantly improve the capacity and quality of the transit system, while also enhancing intermodal connectivity and supporting active transportation. The terminal will accommodate electric bus technologies and will support downtown revitalization, economic growth and development as well as enable transit-oriented communities.

The new Transit Hub will address future transit needs and integrate with other initiatives such as the Queen Street-Highway 7 BRT, Hazel McCallion Line LRT, Two-Way All-Day GO service, as well as the Integrated Downtown Plan.

This initiative will positively impact businesses, employment opportunities, land value, and improve the lives of the downtown community.



MAJOR DOWNTOWN BRAMPTON INVESTMENTS

Centre for Innovation (CFI)

In 2018, the City retained an architect to develop a CFI design. Due to a changing project landscape, the City decided to embark on an Expression of Interest (EOI) process, to solicit innovative ideas and partnership models from prospective private-sector proponents to develop the CFI site. This process allows Council the opportunity to consider fresh perspectives while retaining the ability to continue with the original project should alternative approaches not meet the vision and goals of Council. EOI Submissions are currently being evaluated by the City.

Rogers Campus

Rogers Communications is planning an office complex that would also include retail, residential and additional offices spaces. This would result in thousands of tech jobs in downtown Brampton.

Algoma University

Algoma University is proposing to expand its academic offerings by creating a Centre for Social, Cultural & Economic Innovation in the heart of downtown Brampton. In addition to its School of Business & Economics, Algoma University offers programs, degrees and certificates in Computer Science and Psychology, with additional new programs started in 2023.

Brampton Innovation District

The City's focus on revitalization and unlocking the economic potential of our downtown includes building an innovation and entrepreneurship ecosystem: the Brampton Innovation District. Brampton has committed to investing approximately \$20.5M in its Innovation District, with an additional \$55.2M in investments being drawn in by Innovation District partners. The City has built strong partnerships, and the demand for services and supports from our partners is growing steadily as Brampton leads Canada with big city growth of 10.6% according to the latest 2021 Census data. Brampton's Innovation District continues to develop and scale up, making a meaningful contribution to the provincial economy, and helping further the province's ambition to support 10,000 companies and 50,000 jobs. Several exciting partnership models have been established that have given rise to increased investment activity and vitality. The City is actively soliciting tech companies, startups, funding allocators, and/or developers.

QUEEN STREET - HIGHWAY 7 BUS RAPID TRANSIT (BRT)

Queen Street is the busiest transit corridor in Brampton, serving more than 36,000 transit customers per day on Züm and local routes and providing connections to York Region, the TTC subway system, as well as major north-south transit routes.

The Queen Street-Highway 7 BRT project will improve connections between the Downtown Brampton Urban Growth Centre, the Bramalea City Centre area, the Urban Growth Centre at Vaughan Metropolitan Centre, as well as the large concentrations of employment in East Brampton and Vaughan.



- | | |
|---|--|
| 1 Brampton Entrepreneur Centre | 9 Toronto Metropolitan University (TMU) |
| 2 Altitude Accelerator | 10 Sheridan College |
| 3 Founders Institute | 11 Algoma University |
| 4 Brampton Venture Zone by TMU | 12 Brampton Economic Development Office |
| 5 Rogers Cybersecure Catalyst Headquarters | 13 Downtown Brampton BIA |
| 7 Sheridan Edge | 14 Brampton Board of Trade |
| 8 Rogers Cybersecure Catalyst Accelerated Cybersecurity Training Centre | 15 Future Centre for Innovation - COMING SOON! |
| | 16 BHIVE |



Why BRT on Queen?

- Highest growth corridor in Brampton.
- More than 36,000 transit customers per day.
- 50% population growth anticipated in the next 25 years.
- 168% ridership growth in the 10 years prior to the pandemic (2009-2019)

The Queen Street BRT represents a major opportunity to introduce the next level of transit service along a corridor in Brampton that will see significant population growth and development.

FUNDING REQUEST

Queen Street—Highway 7 BRT Investment needed: \$500M*

\$250M – Provincial funding required
\$250M – Federal funding required

*Total costs anticipated for these projects are currently under review and will become better known as the EA process is finalized.

THE QUEEN STREET CORRIDOR

The Queen Street corridor is expected to see 50% population growth in the next 25 years. This is on top of an increase of 168% in transit ridership growth in the 10 years prior to the pandemic (2009-2019). Transit demand will continue to increase as the Queen Street Corridor is planned to attract significant growth through revitalization and intensification that will continue transforming the area into a transit and pedestrian oriented district.

The Queen Street BRT will help foster intensification along the Major Transit Station Area (MTSA) and will connect several residential, employment, community and recreational destinations within Brampton and York Region.

The BRT will also help achieve the City of Brampton's 2040 Vision of integrated transportation choices and new modes, sustainability, and an emphasis on walking, cycling and transit by adding a higher level of transit service tightly linked to the regional transit network.

The following table demonstrates Brampton's need for transit infrastructure investments and provides context for our fair funding allocation request.

Scarborough Subway Extension - 8 total km - all underground - Cost per km = **\$687M**

Ontario Line - 15.6 total km - 8.8 km underground, 3.7 km at grade/joint rail corridor, 3.1 km elevated guideway - Cost per km = **\$1.2B**

Finch West LRT - 10.3 total km - primarily surface LRT with two below-grade terminus stops at Humber College, and an underground interchange station at the TTC's Finch West Subway Station - Cost per km = **\$243M**

Eglinton Crosstown - 19 total km - 10 km underground, including 14 underground stations - Cost per km = **\$674M**

Hamilton LRT - 14 total km - primarily surface LRT with one grade separation for a CP spur line located in the centre of the line (East of Gage Ave)- Cost per km = **\$243M**

Completed Hazel McCallion LRT (incl. Brampton LRT extension with tunnel portion) - 21.5 total km - 2.3 km underground, 19.2 km at grade, plus underground interchange at the Port Credit GO Station - Cost per km = \$228M

Transit Investments Comparison Table

GTHA Rapid Transit Projects	Municipal Population (2021 Census)	Total Cost of Project(s)	Provincial Funding	Federal Funding	Provincial & Federal Funding per Capita	Change in Transit demand between 2009 and 2019	Covid Ridership Recovery (YTD as of March 2024)
City of Toronto* <ul style="list-style-type: none"> Scarborough Subway Extension Ontario Line Finch West LRT Eglinton Crosstown 	2,794,356	\$39.8B	\$31.32B ✓	\$8.48B ✓	\$14,240	12%	-22%
City of Hamilton <ul style="list-style-type: none"> Hamilton LRT 	569,353	\$3.4B	\$1.7B ✓	\$1.7B ✓	\$5,970	3%	-4%
City of Brampton <ul style="list-style-type: none"> Brampton LRT Extension (Tunnel) Queen St-Highway 7 BRT 	656,480	\$3.3B	\$1.65B ?	\$1.65B ?	\$5,030	160%	+40%

Notes: *City of Toronto projects does not include Yonge Subway Extension as it is primarily a York Region Project.

✓ - funding received

? - funding requested

CURRENT & ANTICIPATED GROWTH

Data was collected to identify the number of residential as well as Industrial, Commercial, and Institutional (ICI) developments located within a 500m radius* along Queen Street (from Mississauga Rd to Highway 50). Please note, these housing numbers are estimates.

* A 500m radius represents about a 5-7 min walk

Table 1: Existing and Anticipated Growth along the Queen St. Corridor

Development	Existing	Proposed	Total
Residential	18,305 units	32,000 units	48,305 units
	65,898 residents	116,000 residents	181,898 residents
Industrial, Commercial, Institutional	2,133 units	8,460,574 sq ft	2,133 units
			8,460,574 sq ft

MAJOR PROJECTS ALONG THE QUEEN STREET CORRIDOR

In addition to the existing and proposed development activity captured in the table above, there are several additional projects and initiatives underway in downtown along the Queen Street Corridor, which further support demand for BRT and directly complement the development and the planned Hazel McCallion Line LRT extension in the downtown core.

Toronto Metropolitan University (TMU) Medical School

Brampton Civic Centre will welcome a new 250,000 square foot development as the future site of TMU's proposed School of Medicine to accommodate classrooms, offices, research facilities and an integrated health clinic.

This site was chosen for its accessibility to public transit.

TMU is also co-chairing the Medtech task force supporting the City's strategic vision of linking the innovation district and startups to the medical school and further elevation innovation and solutions in the Medtech industry.

Building Brampton's Second Hospital

Once built, Brampton's second hospital will include a new 11-storey wing to accommodate up to 350 inpatient care beds and a wide range of services.

The new 760,000 square foot facility will be a detached complex with connecting links to the existing centre.

The proposed Centre for Innovation, Toronto Metropolitan University's Medical School, Riverwalk project and building Brampton's second hospital are all anticipated to spark significant growth and investment along the Queen Street corridor through development of new housing and employment opportunities, creation of academic opportunities, and increased access to medical services and recreational spaces.

Approximately 8.5 million sq ft of Industrial, Commercial, and Institutional (ICI) development in the pipeline.

The Queen Street Corridor will be a place where Brampton residents can live, work and play. Without improved transportation options, the livability and economic development of the corridor will be significantly constrained.

The BRT along Queen Street will maximize private, institutional and government investment along this corridor and enable smooth and efficient movement of people to facilitate business and entrepreneurial activity.

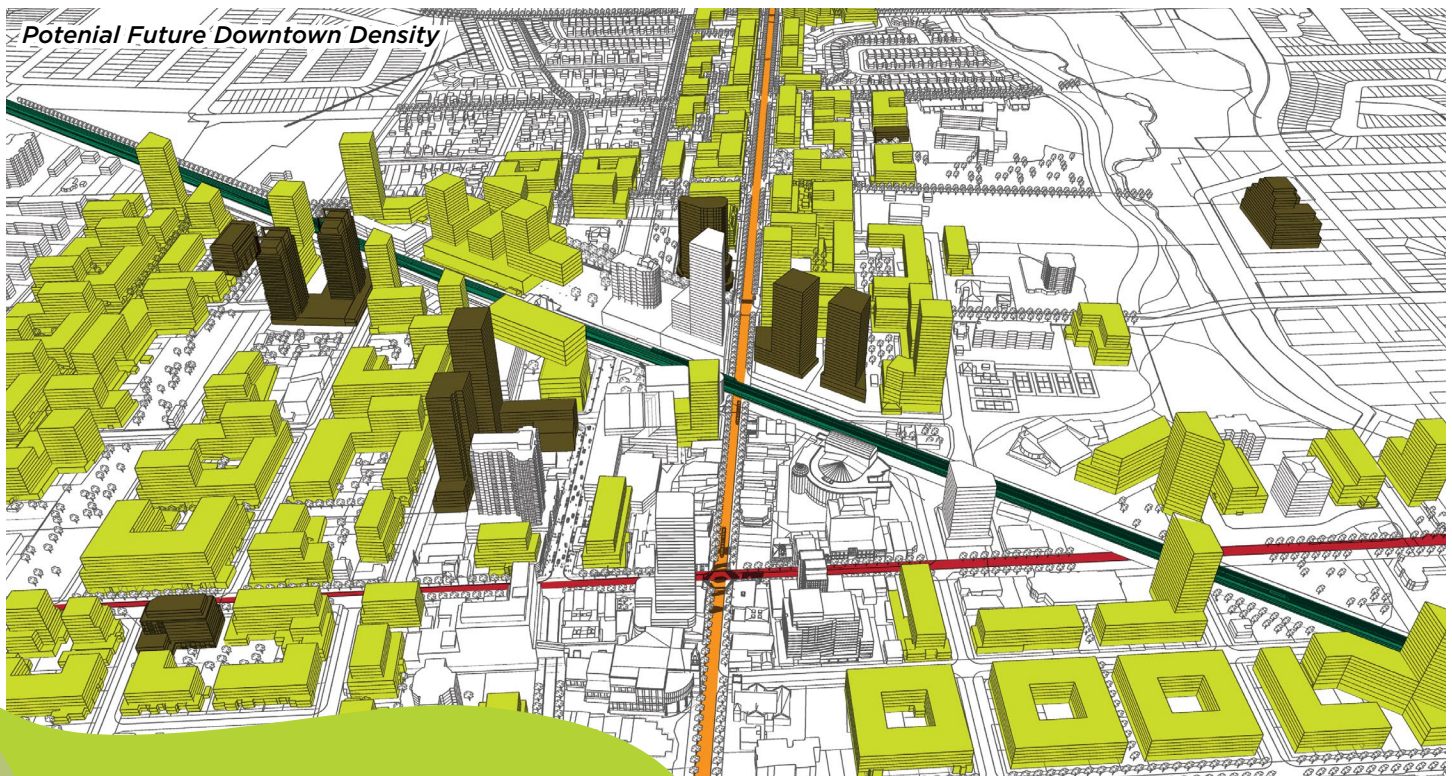
THE BIG PICTURE

Investment in higher order transit, including the Hazel McCallion Line, the Queen Street BRT, and electrification of our transit system will ensure Brampton continues to grow and attract well-paying jobs, while enabling new growth and development to help meet the provincial policy priorities.

The Hazel McCallion LRT and Queen St - Highway 7 BRT, Third Transit Facility and electrification directly

support Ontario's Bill 23. The City of Brampton will need provincial support and funding to make these projects a reality.

The Hazel McCallion LRT and Queen Street-Hwy 7 BRT are crucial components of Brampton's transit network that will ensure connectivity between major public, corporate and institutional investments in our city.



DOWNTOWN BRAMPTON HOUSING STARTS POTENTIAL*

12,000

NEW RESIDENTIAL UNITS

(approval process in the broader downtown area by 2031 - SPA designation removal required)



1,227

**RESIDENTIAL UNITS CURRENTLY PROPOSED
IN THE RIVERWALK STUDY AREA**

*Subject to removal of the provincial Special Policy Area designation.

TRANSIT ELECTRIFICATION

The City of Brampton is constructing a third transit facility because transit cannot accommodate future growth in its two existing facilities. Brampton's recovery from the pandemic and continued ridership growth has further demonstrated the urgent need for this facility.

The City has successfully secured \$175M of funding through the Investing in Canada Infrastructure Program (ICIP) towards the base (non-electrified) phase one of the facility's construction. The design of the phase one base build is currently underway. As the design progresses, the cost of the base facility will become better known.

The City is also working with senior levels of government to obtain \$150M required to electrify this new facility for Brampton Transit to accommodate additional electric buses in its fleet.

The electrification of transit is a critical milestone in Brampton's journey to reduce greenhouse gas emissions (GHGs) generated by 80 per cent of 2016 levels by 2050. The implementation of up to 450 Zero Emission Buses (ZEBs) are estimated to save up to 115 tonnes of carbon emissions per bus, per year, totaling approximately 53,000 tonnes annually. This is equivalent to removing approximately 12,000 passenger vehicles from the road.

Immediate Pressures

- Number of buses coming online to meet the ridership needs
- Capacity
- Servicing requirements

FUNDING REQUEST

The City of Brampton is committed to transit electrification and to fund the remaining 50% of the third facility electrification project, not covered through the Zero-Emission Transit Fund, additional support is required.

FAIR SHARE FOR BRAMPTON

While the City has received some transit infrastructure funding in the past, it has not received the same level of funding as other municipalities, despite our unprecedented ridership and population growth.

Brampton Transit has experienced unmatched demand for service with the fastest post-pandemic ridership recovery in the GTHA.



FAIR FUNDING ALLOCATION NEEDED FOR RAPIDLY GROWING TRANSIT SYSTEMS

2019 BRAMPTON TRANSIT

UP TO

47%↑

RIDERSHIP

higher than York Region
Transit, London or Hamilton

6%↓

LESS FUNDING

through the ICIP

40M+ RIDES
2023

90%+↑ SINCE
2015



Adding 10 more electric buses in 2025 as part of the City's transitions to a fully electric zero emission transit fleet.

LEADING IN TRANSIT ELECTRIFICATION

Brampton is committed to decarbonizing its transit fleet and facilities to meet the City's corporate GHG emission reduction targets. Over the past several years, Brampton has continued to be a leader in electrification within the transit industry.

Below are some of the steps the City of Brampton has already taken towards electrifying its transit fleet:

In 2021, Brampton launched the largest global deployment of interoperable battery electric buses and high-powered overhead opportunity chargers.

In 2022, Brampton secured financing of up to \$400M from the Canada Infrastructure Bank to support the purchase of up to 450 electric buses by the end of 2027 – its largest municipal transit investment to date.

Submitted a funding application for \$75M (50% of total project costs) for its third transit facility electrification through the federal Zero-Emission Transit Fund (ZETF). This funding amount may change as we are working on cost estimates.

Submitted a second funding application for the following electrification projects through ZETF (50% federal funding contribution):

- Purchase of approximately 250 ZEBs - \$271M (\$542M total costs)
- On-Street Charging Infrastructure - \$5.5M (\$11M total costs)
- Existing Facility Electrification Retrofits \$67.5M (\$135M total)

Initiated a Zero Emission Bus Implementation Strategy & Rollout Plan with Canadian Urban Transit Research & Innovation Consortium (CUTRIC), to guide the transition to a fully electric, zero emission fleet (funded 80% through ZETF) and provide a blueprint for electrifying the City's transit facilities.

The City is planning to add 10 new battery electric buses to its fleet in 2025. The City is also exploring innovative technologies such as diesel to electric bus conversions and hydrogen fuel cell electric buses to expedite the transition to zero tailpipe emissions.



INVESTMENT IN BRAMPTON TRANSIT SUPPORTS

GROWTH - 113,000

NEW RESIDENTIAL UNITS

(Brampton's provincial housing pledge)

SUSTAINABILITY - 55,936

TONNES OF GHG REDUCTION ANNUALLY

(Electrification = 50,000, LRT Extension = 2,936)

INNOVATION - 450+

ZERO EMISSION BUSES

(ZEBS - when fleet fully electrified)

KITCHENER GO TRAIN LINE

With the fastest-growing transit system in Canada, with ridership significantly outpacing population growth, Brampton is focused on the next level of transit service and seamless integration with the regional transit network, including Go Transit.

The City continues to advocate for a two-way, all-day GO train service on the Kitchener Line. The City recognized the work has already started to get our residents where they need to go, better, faster, and easier, with two-way, all-day rail service.

In April 2023, the City of Brampton welcomed introduction of hourly weekend service to Mount Pleasant GO Station and 30-minute weekday midday and evening service between Bramalea and Union Station. The Kitchener Go Corridor ridership now exceeds the pre-COVID levels, and these important service improvements get us closer to the goal of connecting Brampton with Toronto and the rest of GTA (Greater Toronto Area).

FUNDING & COLLABORATION REQUEST

Brampton needs the province to commit to transit electrification by establishing funding programs to complement the federal Zero Emission Transit Fund, for municipalities to implement critical electrification projects.

In addition to electrifying the third transit facility, funding is needed to implement the following transit electrification projects:

- Purchase of approx. 250 ZEBs (40ft and 60ft) - \$271M (\$542M total costs)
- On-Street Charging Infrastructure - \$5.5M (\$11M total costs)
- Existing Facility Electrification Retrofits \$67.5M (\$135M total)

Total costs anticipated for these projects are currently under review and will become better known as project planning continues.

FUNDING & COLLABORATION REQUEST

Continue to advance the work and speed up approvals to bring two-way, all-day GO Train service on the Kitchener GO Line.





HOUSING

BRAMPTON'S HOUSING CONTEXT

The City of Brampton is the fastest growing of Canada's 25 largest cities and represents 90% of the net population growth within the Region of Peel between 2016 and 2021, according to Statistics Canada.

Between 2021 and 2051, Brampton's population is forecasted to increase by an additional 317,000 residents, which would make the City home to over 1 million residents. Through extensive consultation undertaken through the 2040 Vision, Official Plan review process, and Housing Brampton, our residents have identified significant challenges in keeping up with the rising costs of living. One of the main drivers is the increased cost of housing across Brampton.

Currently, housing costs are escalating at unprecedented rates, and rising real estate prices in Brampton are a significant barrier particularly for young adults, seniors, low and middle-income families, and vulnerable populations.

The City has been a committed federal partner in ensuring our residents have access to the right mix of affordable housing options. Under Brampton's municipal housing pledge 'Housing Brampton,' the City has been working to improve housing affordability, diversifying our housing stock, and applying innovative approaches to address the housing needs of our residents.

Housing Brampton's overarching principles to guide housing development in Brampton include reducing barriers to the supply of housing, making full use of regulatory tools, incorporating equity, collaborating with the non-profit sector, advocating for the right type of housing, and demonstrating innovation.

HOUSING BRAMPTON

Brampton is Ontario's per capita leader in housing construction and several deliverables of Housing Brampton focus on leveraging municipal tools. This includes financial incentives to support provision of a full mix of housing options in Brampton.

Ensuring municipal fiscal sustainability is essential to preserving Brampton's ability to service and build complete communities. The City is committed to strategic intensification and improving housing affordability to meet the forecasted population growth and corresponding demand for housing.

Bill 23, More Homes Built Faster Act, 2022

The City of Brampton supports provincial efforts to create more housing, and more specifically, relief in making home ownership and rentals more attainable for Brampton residents based on their household income.

Brampton also strongly supports the commitment to cut red tape and is currently engaged in streamlining its development review processes and creating a streamlined policy framework through the new Official Plan and Comprehensive Zoning By-Law Review.

The City is committed to working with the province to overcome challenges and accelerate housing supply to deliver more housing. However, we need to ensure the housing targets introduced through Bill 23, More Homes Built Faster Act, 2022, are feasible, and the development industry is willing and able to work in partnership with municipalities and the province to deliver a full mix and range of housing options to meet the needs of Brampton residents.

The City calls on the province to take decisive action to ensure proponents deliver on units within a reasonable time once approved through the municipal development approvals system. A "use it or lose it" approach for zoning permissions will reduce speculation and ensure timely development of housing projects, and support the housing target of an additional 113,000 new housing units in Brampton by 2031

The City calls on the province to work with municipalities and key stakeholders to achieve the ambitious housing targets without significant impact to municipal budgets and to ensure a more balanced approach to policy alignment.

REQUEST FOR COLLABORATION

The City requests the province work with the municipal sector and key stakeholders to ensure implementation of changes through Bill 23 does not put additional burden on the property tax base.

Ensuring municipal fiscal sustainability is essential to preserving Brampton's ability to service and build complete communities. The City is committed to strategic intensification and the improvement of housing affordability to meet forecasted population growth and corresponding demand for housing.

HOUSING BRAMPTON

In Brampton, there were a total of 189,086 private dwellings in 2021, up 9 per cent or 15,658 dwellings from the 2016 Census.

Between 2021 and 2051, Brampton's population is forecasted to increase by another 317,000 residents, which would make the city home to over 1 million residents. Through extensive consultation undertaken through the 2040 Vision, Official Plan Review process, and Housing Brampton, our residents have identified significant challenges in keeping up with the rising costs of living. One of the main drivers is the increased cost of housing across Brampton.

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BRAMPTON IS ONTARIO'S PER CAPITA LEADER IN HOUSING CONSTRUCTION

REQUEST FOR COLLABORATION

Brampton calls on the Ministry of Municipal Affairs and Housing to collaborate with the City of Brampton and the Region of Peel in exploring all available tools, innovations, and opportunities to provide affordable housing options.

This includes affordable ownership choices and purpose-built rental units to address the diverse housing needs of all Brampton residents (e.g., first-time home buyers, multi-generational families, new immigrants, seniors, students, etc.).

PUBLIC LAND FOR AFFORDABLE HOUSING

Non-profits, co-operative and purpose-built rental developers face the greatest challenges with land costs.

Access to public land (either surplus, vacant, or underutilized) can support innovative solutions to housing for vulnerable groups.

OUR REQUEST

The City of Brampton requests the province to work with the City to review surplus or under-utilized crown lands in Brampton for the potential provision of affordable housing.

PURPOSE-BUILT RENTAL HOUSING & ATTAINABLE HOME-OWNERSHIP

A few deliverables of Housing Brampton touch on utilizing municipal tools, including financial incentives, to support the provision of a full mix and range of housing options in Brampton.

HOUSING CATALYST CAPITAL PROJECT

The City has established a \$4M incentive program for new and affordable housing pilots. As a deliverable of Housing Brampton, this action supports collaboration with the non-profit sector and supports innovation in addressing housing needs. This is a deliverable of the greater incentives framework identified through Housing Brampton.

CITY WIDE COMMUNITY IMPROVEMENT PLAN FOR AFFORDABLE HOUSING

The City is developing a City-Wide Community Improvement Plan for Affordable Housing - a key action identified in Housing Brampton. The CIP will be a framework of financial tools and incentives to encourage development of purpose-built rental and affordable ownership housing. The program aims to deliver a greater depth of affordability to low and moderate-income households in the city and support the diverse needs of Brampton's residents.

COMMUNITY BENEFITS CHARGES STRATEGY

The City has completed the 'Community Benefits Charges Strategy' and has adopted its Community Benefits Charges by-law. This by-law enables the City to apply growth related charges across a broad range of high-density residential developments, which may also include benefits in the form of affordable housing. The City supports municipal tools that support the City in developing complete communities as intensification in built-up areas occur.

INCLUSIONARY ZONING

The City is undertaking the development of its first Inclusionary Zoning policy framework, utilizing all available municipal tools to support new affordable ownership and rental units in Brampton. The City requires financial support from the provincial government to administer this tool, including managing a wait list and monitoring and reporting on the new affordable units delivered through this program.



PARKLAND

Bill 23 results in reduced revenue for parkland and recreational facilities, and reduced parks across the City. Bill 23 lowered parkland dedication and cash-in lieu of parkland dedication rates and placed caps on the total allowable requirements.

- Reduced the alternative parkland dedication rates; and
- Capped alternative dedication based on the size of the development site.
- Poorer quality parkland.
- Right for applicants to identify park parcels including encumbered lands and privately- owned publicly accessible spaces ("POPS"), and to appeal to the OLT (Ontario Land Tribunal) should the municipality refuse to accept conveyance of the identified parcels; and,
- 100% parkland dedication credit for encumbered parkland and POPS.

Should the City accept or be ordered by the Tribunal to accept conveyance of POPS or strata parks, the City may see an increase in maintenance costs.

The potential CIL parkland revenue loss to the City of Brampton is estimated to be \$700M to \$1.05B over the next decade.

REQUEST FOR COLLABORATION

Work with municipalities to ensure sufficient resources and funding is made available to provide residents with adequate green spaces, accessible parkland, and recreational space to ensure complete, livable communities.

HOUSING ACCELERATOR FUND

The City has worked to leverage all available funding to support the development of new housing in Brampton.

The City has partnered with the federal government through the Housing Accelerator Fund (HAF) to fast-track the construction of more than 3,150 residential units over the next three years and the development of more than 24,000 homes over the next decade. Funding from HAF will support the City in advancing significant work to catalyze growth and development in Brampton, and the financial support from the federal government will be utilized to drive transformational change and create the conditions necessary for the right mix and range of housing supply in the city over the short and long-term.

HOUSING, GROWTH AND INFRASTRUCTURE

The City issued more than 7,871 building permits in 2023 representing over \$2.3B in construction value. \$1.3B of these investments were allocated for residential projects.

Over the past three years, an average of 6,680 residential units per year were approved through site plan and OPA/subdivision approvals.

To support unprecedented population and household growth, the City recognizes its significant role in ensuring we create complete communities across the City. A significant increase in the City's rate of population growth will require:

- A full range of jobs and employment opportunities to support the economic growth and development of Brampton.

8 CITY INITIATIVES FOR THE HAF

1. Incentive Programs
2. Implementing Inclusionary Zoning
3. Unlocking Growth Potential via Rapid Transit
4. Revised Parking Standards
5. Encouraging Detached Additional Residential Units
6. Encouraging Missing Middle Units in Existing Neighbourhoods
7. Pre-Zoning in Strategic Growth Areas
8. Infrastructure and Servicing Capacity Planning

- A full mix and range of affordable, rental, and supportive housing options.
- Emergency services, community services, libraries, places of worship.
- Open space, parks, and a connected natural heritage system.
- Cultural heritage and public art.
- Increased transit connectivity.

Brampton has been ranked 4th out of 16 GTA municipalities for the fastest average approval timelines (13 months) across all development application types.

*Building Industry and Land Development Association (BILD), 2022



BILL 97, THE HELPING HOMEBUYERS, PROTECTING TENANTS ACT, 2023

Building on the direction set through Bill 23 and continued through Bill 97, the City recognizes provincial efforts to meet the goal of 1.5M new housing units by 2031. The City has maintained commitment to these goals and objectives of creating more housing supply to meet growth needs, while recognizing the importance of creating complete communities across Brampton. This means providing a full mix of jobs, community services, amenities, parks, open spaces, and natural heritage protections, amongst other key services that ensure all residents can live, work, play and thrive in their communities. The City has maintained support for increasing the supply of new housing, however, promoting the right mix and range of housing options, including affordable ownership and rental housing, is critical to ensure a housing supply that meets the needs of Brampton's residents.

Through comments submitted to the government on Bill 97, the City recommends maintaining critical policies for the creation of complete communities including the municipal comprehensive review process and related settlement area expansion timelines; housing policies and definitions as they relate to the provision of affordable housing and achieving greater depths of affordability; required density targets; employment area conversion requirements and timelines, and maintenance of Provincially Significant Employment Zones to protect critical employment areas; climate change policies; and natural heritage-related policies and definitions that reflect the directions found in the Provincial Policy Statement, 2020 and Growth Plan.

The key policy directions set out in the Growth Plan, which prioritize public transit investment and the creation of complete streets, need to be maintained to support growth and intensification across the city through transit-oriented development.

REQUEST FOR COLLABORATION

The City requests the province work with municipalities to ensure key policy requirements outlined through the Growth Plan be carried forward into the proposed Provincial Planning Statement to ensure the creation of complete communities.

BILL 185, CUTTING RED TAPE TO BUILD MORE HOMES ACT, 2024

Bill 185, the Cutting Red Tape to Build More Homes Act, 2024, is a legislative measure aimed at streamlining regulatory processes and providing financial support to accelerate the development of housing in Ontario. This bill introduces several key initiatives, including the Municipal Infrastructure Fund (MIF) and the Housing Enabling Water Systems Fund (HEWSF), both of which are designed to address critical infrastructure needs and support housing development.

The Bill made additional legislative changes with regards to streamlining the development process by way of repealing the previous Bill 109 fee refund structure, limiting appeal rights based for Official Plan and Zoning By-law amendments, and finally making the pre-application consultation meeting voluntary.

Municipal Infrastructure Fund (MIF)

The Municipal Infrastructure Fund (MIF) is a significant component of Bill 185, intended to provide financial assistance to municipalities for essential infrastructure projects that support housing development. This fund targets the enhancement and expansion of local infrastructure such as roads, bridges, and public transit systems, which are crucial for sustainable housing growth. By alleviating the financial burden on municipalities, the MIF aims to expedite the construction of housing units and ensure that the necessary infrastructure is in place to support new communities. The fund is designed to be flexible, allowing municipalities to prioritize projects based on local needs and strategic development plans.

Housing Enabling Water Systems Fund (HEWSF)

The Housing Enabling Water Systems Fund (HEWSF) is another pivotal element of Bill 185, specifically focused on improving water infrastructure to facilitate housing development. This fund provides targeted financial support for the construction, upgrade, and expansion of water systems, including water supply, treatment, and distribution facilities. By addressing water infrastructure constraints, the HEWSF aims to remove barriers to housing development, ensuring that new residential areas have reliable and sustainable water services. The fund also promotes innovative water management solutions and encourages municipalities to adopt advanced technologies to enhance water efficiency and resilience.



ECONOMIC DEVELOPMENT & INNOVATION

INNOVATION IN THE CITY OF BRAMPTON

Brampton's population is growing annually at 10.6% and continues to revitalize and unlock the economic potential of its downtown by scaling an innovation and entrepreneurship ecosystem: the Brampton Innovation District.

The City has committed to investing approximately \$20.5M in its Innovation District, with an additional estimated \$55.2M in investments being drawn in by Innovation District partners. To date, the Innovation District has scaled over 500 startups since 2023, with 105 patents filed by companies and alumni of the Innovation District. In May 2023, the Centre for Innovation - Request for Expression of Interest was issued publicly.

The transit-oriented community planning via the Hazel McCallion line and current Metrolinx GO stations, as well as integrated walkable, and affordable housing is part of the urban design of Brampton's Innovation District to create a 15-minute neighbourhood for tech founders and entrepreneurs.

The Innovation District is in the heart of downtown Brampton. The district is home to a network of companies, educational institutions, incubators and accelerators, all part of an innovation ecosystem providing resources and supports for technology businesses at all stages of development from startups to large companies.

As an ecosystem model, the award-winning Brampton Innovation District is now representing Canada in The Global Institute on Innovation Districts. The Brampton Innovation District is a member of The Global Institute on Innovation Districts, as it scales more than 217 startups in critical fields of cybersecurity, health, digital media, smart cities, MedTech, cleantech, and agrotech.

We thank the provincial government for its continued support to activate the Brampton Innovation District. We ask for continued provincial support, including global marketing, for Brampton's Innovation District to promote a world-class innovation ecosystem anchored by a GO Transit station, Brampton Innovation District GO, connecting the talent and businesses in Canada's Innovation Corridor.

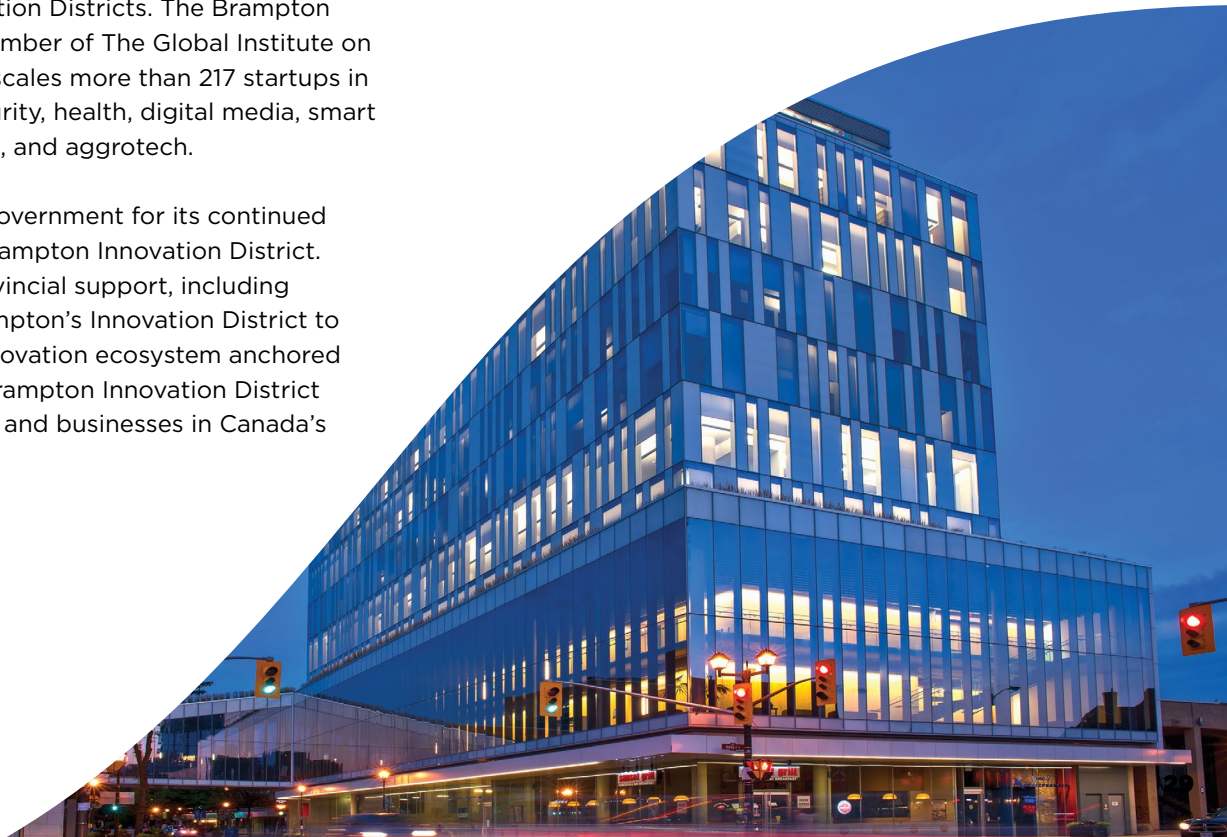
THE GLOBAL INSTITUTE ON INNOVATION DISTRICTS

This is a global-reaching not-for-profit organization dedicated to conducting independent and practice-oriented research on innovation districts—new geographies of innovation emerging primarily in cities and urbanizing areas. Drawing on deep analytics and proven impact, The Global Institute seeks to identify how districts transform into new engines of city and regional economic growth. Brampton is one of only three Canadian cities on the GIID.

MEDTECH INNOVATION

We thank the province for its support for the Toronto Metropolitan University (TMU) School of Medicine. The Brampton Innovation District is scaling 200+ startups, many of which have business models in medical innovation, and digital medicine. The Osler Health expansion along with TMU School of Medicine will generate new R&D opportunities, new supply chains, and new industry innovations. In May, the City launched its first ever MedTech Task Force to foster investment, research, and innovation in Brampton. The MedTech Task Force is focussed on marketing Brampton's MedTech sector, engagement from industry at the upcoming Advanced MedTech conference and the feasibility of establishing a wet lab in Brampton.

The City welcomes the recent \$40 million investment from the Venture Ontario Fund, to help Ontario life sciences companies and biomanufacturers innovate, grow and compete in global markets.



CAREER AND TALENT DEVELOPMENT

The City is grateful for the fiscal commitment in the 2023 Provincial Budget for B Hive programming. We look forward to finalizing the agreement, and further developing career and talent. Continuing the investments in career and talent development pathways in Brampton will generate inclusive future ready jobs, this includes the Brampton BReady Talent Platform, a virtual marketplace that connects talent with employers hiring for tech and business roles in Brampton. This was realized with funding from the Ontario government and is expanding its reach in 2024.

We are grateful for the Ontario government training funding for laid off automotive employees impacted by the recent closure of Stellantis auto assembly plant in Brampton. The funding allows for action centres connecting impacted workers with needed support and services.

With Brampton's growth comes increasing diversity, with the city demographic now speaking 171 languages among 250 ethnic backgrounds. We ask the province to celebrate this economic diversity, and support Economic Development organizations to better support Black, Indigenous, and People of Colour-Owned (BIPOC) business through new funding to allow new programs or augment existing programs such as Starter Company. We thank the province for the investment into the Roots Community Services for Women's Futures programming.

The new BReady Talent Platform, launched in July 2023, is focused on helping new immigrants, recent graduates, and individuals from racialized communities

gain meaningful employment, the platform matches candidate profiles with relevant employers hiring for full-time roles. The BReady platform is presented by TMU Brampton Venture Zone, Brampton Board of Trade and Talent Accelerator at TMU. We thank the province for its investments to date to create industry-ready talent in developing the BReady talent platform.

Further support to Canadian scale-up companies in cybersecurity is supported by Catalyst's intention to open the National Municipal Cybersecurity Centre in 2024, which will serve as a key national hub for readiness coordination, exchange of best practices, and development of best-in-class training for municipal staff, in both technical and non-technical roles. Catalyst would welcome the Government of Ontario's support in bringing this vital new centre to life.

GROWING PARTNERSHIPS FOR SKILLS AND TALENT

The Skills Development Fund, and similar initiatives, have a role to play in Brampton's key sectors in advanced manufacturing, logistics, and medical devices.

As Brampton is an international city and a destination for newcomers, we support the initiatives to reduce barriers for skilled trades and the foreign trained skilled labour. We thank the province for its first step helping internationally trained immigrants removing the Canadian work experience as a requirement with Professional Engineers Ontario.



BRAMPTON ENTREPRENEUR CENTRE

First Stop in an Entrepreneur's Journey

The Brampton Entrepreneur Centre (BEC) is an integral part of the Province's Small Business Enterprise Centres (SBECEs) network, providing vital support to entrepreneurs throughout their business journey. Our expert team offers valuable business advice, specialized programs, co-working spaces, and networking opportunities to small business owners in Brampton. We recognize small businesses are the driving force behind growth, innovation, vitality, and job creation in our community.

As Brampton experiences rapid growth at a rate of 10.6%, the demand for our services has significantly increased, placing a strain on our staff and resources. Small businesses in the City of Brampton can grow by increasing funding from the province for core service delivery at the Brampton Entrepreneurship Centre.

The Brampton Entrepreneur Centre is grateful for the increased funding to Ontario small business programming, such as Starter Company Plus and Summer Company, yet disappointed that the funding for Core Service Delivery was not increased and the Digital Service Squad did not continue. In the past, this team of digital consultants helped Brampton's small businesses receive digital marketing support and access to support programs for small businesses.

Brampton would benefit from more agility and flexibility in the Transfer Payment Agreement and spending processes. Addressing short-term TPA challenges, especially differing municipal and provincial year-ends, could streamline operations

Over the past six years, thanks to provincial funding, the Brampton Entrepreneur Centre has achieved remarkable results:

- Supported the creation of 2,049 new jobs
- Supported 963 small businesses
- Handled and resolved 52,642 inquiries
- Conducted 5,138 small business consultations
- Delivered 2,815 seminars and events to 38,000 participants
- Issued Summer Company funding to 98 youth totalling \$294,000
- Issued Starter Company Plus funding to 180 businesses totalling \$900,000

FUNDING AND COLLABORATION REQUEST

The Brampton Entrepreneur Centre is grateful for the increased funding to Ontario small business programming, such as Starter Company and Summer Company, yet disappointed that the funding for Core Service Delivery was not increased and the Digital Service Squad did not continue. In the past, this team of digital consultants helped Brampton's small businesses receive digital marketing support and access to our grants and support programs for small businesses.

DIGITAL MAIN STREET FUND PROGRAM

The Digital Main Street program, and by extension the Brampton Digital Service Squad (DSS) program, made possible by a \$250,000 allocation through Ontario Government's funding of Digital Main Street, has served as a critical resource for Brampton's diverse small business community. These businesses, ranging from retail shops to service providers, have benefited immensely from the tailored digital strategies, tools, and consultations provided by the DSS.

In 2023, support was provided to 183 businesses, accessing \$2,500, totalling \$457,000.

The termination of this funding poses a concern to the sustainability of these gains and to the potential for future growth and innovation within our local economy. This includes the continued need to focus on educating businesses about the importance of new and prevalent topical areas like Cybersecurity and Artificial Intelligence to ensure they remain competitive and protected.

FUNDING AND COLLABORATION REQUEST

Considering the crucial role that Digital Main Street and the Digital Service Squad plays in the ongoing development and competitiveness of Brampton's small business sector, Brampton urges the province to reconsider and reverse the decision to discontinue funding. Reinstating the Digital Main Street program for Brampton's DSS will ensure that our small businesses continue to receive the support they need to succeed in the digital age, contributing to the prosperity and resilience of our community and the province.



RIVERWALK

Riverwalk will reduce flood threats and flood related disasters for the downtown Brampton core, unlock much-needed new housing supply, and attract new investments. This catalytic initiative aims to transform downtown Brampton into a year-round tourist destination that connects the city with the river system. The project aligns well with provincial policy priorities, addressing the need to increase housing supply and improve housing attainability in our communities.

DEVELOPMENT POTENTIAL

Currently, a maximum of 1,085 new residential units can be achieved in Downtown Brampton, with 881 residential units already approved, leaving only 204 new units available for approval. Furthermore, 1,870,000 ft² (174,000 m²) of non-residential development is permitted in the downtown area, with 50% capacity remaining.

Without removal of the flood risk in Special Policy Area (SPA) 3, the potential new residential units in downtown Brampton that would support provincial housing targets are impossible to realize due to restrictions on development. Furthermore, the construction of the Riverwalk can facilitate development of an additional 3.6 million square feet of residential and non-residential GFA (Gross Floor Area) on properties in downtown Brampton.

RIVERWALK - RETURN ON INVESTMENT

- 7.7:1 Return on Investment (ROI)
- \$1.4B GDP impact
- 12,000 full-time years of employment
- 9M sq ft of new residential and non-residential gross floor area (GFA) - downtown Brampton and immediate surrounding area
- Thousands of new residential units

THE INVESTMENT

Phase One of Riverwalk, valued at \$107M, includes design and construction of flood protection works and the subsequent removal of the SPA and its associated planning restrictions. This removal will support the unlocking of downtown Brampton. A successful funding application resulted in the federal government committing up to \$38,852,397 towards Riverwalk flood mitigation through the Disaster Mitigation and Adaptation Fund. This represents 40% of eligible project costs (which exclude land acquisitions), with the final payment made no later than March 31st, 2028.

TRANSFORMING OUR DOWNTOWN

Downtown Brampton is identified as an Urban Growth Centre in the Provincial Growth Plan, which has a minimum density target of 200 residents and jobs combined per hectare. The Riverwalk project and removal of SPA designation fully support this policy.

Major transit projects will run through downtown Brampton increasing the centrality of the area as a regionally significant transportation hub for various transit modes through:

- Queen Street - Hwy 7 Bus Rapid Transit (BRT) line and increased frequencies on the Züm Rapid bus network serving downtown Brampton and surrounding areas;
- Increased service on GO Transit lines to two-way, all-day GO service at the downtown Brampton station and;
- Extension of the Hazel McCallion Light Rail Transit (LRT) serving downtown Brampton and surrounding areas.

The City of Brampton is committed to working with the province to secure funding, unlock downtown Brampton and help deliver on key provincial policy priorities.

OUR REQUEST

The City of Brampton is requesting provincial investment in Riverwalk, with the province matching the federal contribution of \$38.8M to remove the SPA enabling transformation of downtown Brampton and major new development.





ACTIVE TRANSPORTATION

Building on Brampton's commitment to sustainability, the City is equalizing all forms of transportation and is focused on enhancing and expanding active transportation infrastructure. Since endorsing its first Active Transportation Master Plan in 2019, the City has added 83 kms of new cycling infrastructure, and currently boasts a network of over 600 kms of bike lanes, multi-use paths, and recreational trails. The City is planning for the implementation of an additional 20 kilometers of cycling and walking infrastructure. The City's proposed 20-year active transportation network has been costed at a value of approximately \$126.6M.

INTER-REGIONAL CONNECTIONS

The City is undertaking the necessary review to develop a design for an interregional cycling connection from the southern limit of Bramalea Road to the Bramalea GO Station. This connection will provide a much-needed protected Active Transportation connection between the adjacent communities (served by the Chinguacousy/Esler Lake and Don Doan Recreational Trails) to the regional transit station and through the existing industrial land adjacent to the north side of Steeles.

One of the key goals of the City's Active Transportation Master Plan (ATMP) is to improve access to transit and provide viable active transportation options for the 'first and last mile.' There are several ongoing and planned active transportation initiatives to support major transit investments in the city through first and last mile connections. The Kitchener to Toronto regional GO Transit rail service line runs through Brampton, and the City has established its Züm bus rapid transit network which are key infrastructure pieces benefiting from the City's investment in walking and cycling infrastructure in the vicinity of transit stations and the recent introduction of shared micromobility in the city.

PRIORITY NETWORK & THE 'B' LOOP

The City's Active Transportation Master Plan (ATMP) recommends developing a core cycling network built around a central "signature" loop and several key east/west routes as a short-term priority.

The development of the signature Brampton loop ('B' Loop) includes trail connectivity and accessibility improvements between the Etobicoke Creek Trail, Chinguacousy Recreational Trail, and Esler Lake Recreational Trail, a 38 km loop.

\$1M Priority Network and the 'B' Loop investment to advance a safe, user-friendly active transportation network for users of all ages and abilities.

The loop would link to Downtown Brampton, Heart Lake Conservation Area, Franceschini Bridge, Kennedy Valley/ Brampton Sports Park, Bramalea Limited Community Park, Chinguacousy Park, Peel Village, and several recreation centres and schools.

The loop would be promoted and marketed by the City and regional partners as a safe, user-friendly route for riders of all ages and abilities.



Illustration is Artist's concept. E. & O. E.

E-SCOOTER PILOT

The City of Brampton, in partnership with Neuron Mobility, Bird Canada and Scooty Mobility, has launched the GTA's first-ever shared E-scooter program.

During the two-year pilot, up to 750 scooters will be available for public use across the City of Brampton. Over 200,000 rides, traveling over 400,000 kilometers, by over 110,000 users were taken in Brampton in the first year of the pilot.

The City of Brampton is prioritizing active transportation programs and plans to build more connected communities, creating a wholesome, active transportation network integrated with complete streets.

Active Transportation and micromobility present one of the greatest untapped opportunities for reducing single occupant vehicle trips, and for addressing a host of community design and public health issues. The E-scooter program is one way the City of Brampton is working to capitalize on the construction of a comprehensive Active Transportation Network.

FUNDING AND COLLABORATION REQUEST

A new type of 'bicycle crossover' provides people on bikes the right-of-way over vehicles when crossing low volume roads - like the new type of pedestrian crossover introduced in 2016 through HTA Regulation ON. 402/15.

Re-introduce a funding stream like the Ontario Municipal Commuter Cycling Program to implement active transportation infrastructure and programs as part of the province's #CycleON Cycling Strategy.





CLIMATE ACTION

SUSTAINABLE AND RESILIENT BRAMPTON

Successfully addressing climate change depends on collaboration among community partners including businesses, institutions, non-profits, residents, and other levels of government. Building on Brampton’s commitment to sustainability, the City has been working on improving transit and active transportation opportunities, protecting, and enhancing our ecosystems, and achieving energy efficiency and Greenhouse Gas (GHG) reduction.

Brampton looks to the provincial government to play a strong supportive role in advancing our environmental sustainability and climate action priorities.

Guided by the Brampton Grow Green Environmental Master Plan, the Community Energy and Emissions Reduction Plan, and Energy and Emissions Management Plan 2019-2024: A Zero Carbon Transition, the City is acting on climate change.

- City Council declared a Climate Change Emergency in June 2019. In response, Brampton moved quickly to implement both strategic studies, plans and on-the-ground actions to achieve quantifiable GHG reductions and meaningful community benefits.
- Brampton has established an ambitious goal to reduce GHG emissions generated in Brampton by at least 80% by 2050.
- Brampton established a Centre for Community Energy Transformation (CCET) to advance local climate actions.

COMMUNITY ENERGY AND EMISSIONS REDUCTION PLAN (CEERP)

The City of Brampton, in partnership with Sheridan College, developed a Community Energy and Emissions Reduction Plan (CEERP). This plan calls for an integrated effort by the municipality, local utilities, and the larger community to improve energy efficiency, reduce GHG emissions, ensure energy security, create economic advantages, and increase resilience to climate change. Addressing the climate change emergency will require an urban and energy transition

The CEERP includes strategic directions focused on green communities, efficiencies in home and building, transportation, and manufacturing, and increasing green infrastructure, contributing to a more sustainable Brampton – environmentally, economically, and equitably.

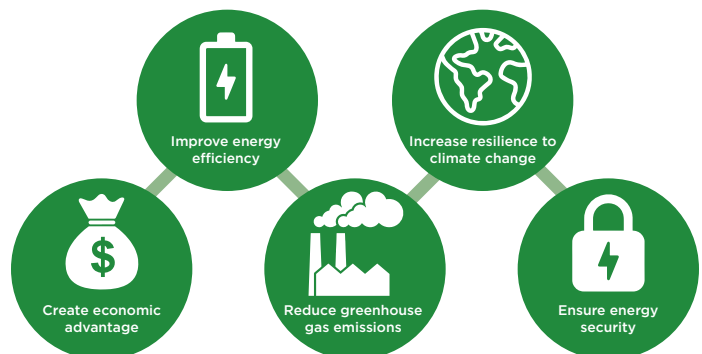
HOME ENERGY RETROFIT PROGRAM

Residential homes represent 26% of energy use and 21% of GHG emissions in Brampton. To achieve our energy conservation and GHG emission reduction targets, over 100,000 older homes in Brampton need to be retrofitted for energy efficiency.

This requires a consistent set of modifications to existing buildings to improve energy efficiency and decrease energy demand. The province needs to strengthen the Ontario Building Code to increase minimum energy efficiency requirements for new and existing buildings, and/or allow municipalities to require greater than Ontario Building Code performance. We require training and capacity building for local governments, trades, industry, and other stakeholders to support the transition to net zero homes and buildings. The scope and scale of such an undertaking are beyond the capacity of any municipal budget. To achieve success, we need to offer financial incentives for the development of District Energy Systems in urban centres, mobility hubs and intensification corridors and a funding partnership strategy must be established with provincial and federal governments to facilitate the implementation of home energy retrofits.

To achieve our energy conservation and GHG emission reduction targets, CEERP states 80% of existing homes in Brampton must be retrofitted. One priority is for Brampton to establish a system to deliver standardized retrofits to Brampton homeowners. The scope and scale of such an undertaking are beyond the capacity of any municipal budget. To achieve success, a funding partnership strategy must be established. Brampton, in partnership with Caledon and Mississauga, has hired a consultant to help design a home energy retrofit program. Successful implementation will require funding from the provincial and federal governments.

Community Energy and Emissions Reduction Plan Goals



CENTRE FOR COMMUNITY ENERGY TRANSFORMATION (CCET)

The CCET is a not-for-profit, community-based, action-oriented organization to accelerate Brampton's transition to a low-carbon future. CCET focuses on implementing four climate change priorities, including:

- Advancing deep home energy retrofits.
- Encouraging district energy nodes.
- Spurring industrial, commercial, and institutional (ICI) energy efficiency.
- Promoting outreach and engagement.

Brampton, in partnership with Peel Region, the Town of Caledon and the City of Mississauga, established this organization to accelerate the transition to a low carbon region. Successful establishment of CCET will require additional funding from the provincial and federal governments.

The City of Brampton and the Region of Peel have provided funding but additional financial support from the provincial government will scale up and maximize impact.

FUNDING REQUEST

The City requests the provincial government provide seed funding to the Centre for Community Energy Transformation.

CLIMATE CHANGE ADAPTATION PLAN (CCAP)

The Climate Change Adaptation Plan is intended to evaluate, guide, and integrate diverse policies, programs, and activities of the City, conservation authority partners, and other stakeholders to ensure our collective efforts are directed towards the long-term health and climate resilience of Brampton.

The CCAP will deliver a detailed five-year Climate Change Adaptation Plan that directs updates to Brampton's policies, plans, programs, practices, and procedures and aligns with national and international climate change goals and objectives. The plan will help reduce our vulnerabilities to climate change through a series of recommended actions to improve our resiliency and ensure communities are prepared for future impacts.

FUNDING REQUEST

The City requests for the implementation of Brampton's Climate Change Adaptation Plan.

NET ZERO CARBON COMMUNITY CENTRE RETROFITS

In 2024, the City of Brampton published its Energy Conservation and Demand Management Plan (ECDMP) 2024 - 2029: which provides an overview of the City's current emissions and outlines a strategy to diminish its corporate contribution to GHG emissions. The goal is to achieve a reduction of 40-45% in emissions by 2030 (compared to a 2010 baseline) and ultimately attain net zero emissions by 2050. To meet this objective, in 2020 the City's Energy Management Team completed a zero-carbon study for Susan Fennell Sportsplex, one of the city's largest multi-use recreational facilities. Seven additional deep retrofit studies have been completed from 2019 to 2024 for Century Gardens Recreation Centre, Earnscliffe Recreation Centre, City Hall West Tower, Chinguacousy Wellness Centre, Cassie Campbell Community Centre, Save Max Sports Centre and Terry Miller Recreation Centre.

In April 2021, City Council provided approval of phase one for the design of the zero-carbon retrofit for Susan Fennell Sportsplex.

Recreational facilities account for nearly 50 per cent of the City's annual GHG emissions. Susan Fennell Sportsplex (formerly South Fletcher's Sportsplex) has been identified as one of the City's top five GHG emitters. This facility is also one of the City's largest multi-use recreational facilities at about 173,000 square feet and most of the major building systems are at the end of their useful life. As such, Susan Fennell Sportsplex provides an opportunity to transform the recreation centre into a zero-carbon facility to support meeting the City's corporate emission targets.

The City was approved to receive 15.7M from federal funding under Green and Inclusive Community Buildings (GICB) program for Deep Energy retrofits to Susan Fennell Sportsplex

The City of Brampton looks to the provincial government to provide funding in support of our climate change initiatives.

In 2021 Johnson Controls Canada LP was selected as the design-builder to execute the retrofit at Susan Fennell Sportsplex. Design phase was completed in August 2023. Council has approved the project and construction began in April 2024.

This priority project will be the City's first zero carbon recreational facility retrofit and a foundational step in the City's efforts to transition our remaining existing

community centres, including Century Gardens and Earnscliffe recreation centres, Save Max Sports Centre and Cassie Campbell Community Centre into exemplary zero-carbon facilities.

The City is exploring further opportunities with the Federation of Canadian Municipalities (FCM) through the Green Municipal Fund.

The City was approved FCM's GHG Reduction Pathway Feasibility Study Grant to support energy retrofit plans for the Chinguacousy Wellness Centre, Save Max Sports Centre and Cassie Campbell Community Centre.

Our proactive approach and partnerships enable Brampton to make meaningful progress as we work towards shared climate action goals.

GREENING OUR FLEET & SUPPORTING ELECTRIC VEHICLE UPTAKE

In 2022, the City of Brampton released a Sustainable Fleet Strategy to foster reduced GHG and air pollutant emissions. The strategy will help enhance operational efficiency and service excellence, improve lifecycle asset management, demonstrate leadership in environmental sustainability, and align with the provincial leadership on advancement of electric vehicle manufacturing.

The City has also installed 95 charging stations, of which 51 are public chargers for electric vehicles across community centres, and other City facilities. Availability and accessibility of green vehicle ownership data from the Ministry of Transportation is essential to developing our broader plan for public stations.

The City invested \$3.75M in 2022 and has allocated \$7.25M in 2024 to install EV charging stations having 176 charging connectors for fleet vehicles at multiple City owned facilities.

The City also received \$1.72M from Natural Resources Canada to support Electric Vehicle (EV) infrastructure.

The City is investing \$840K into PHEV (plug-in hybrid electric vehicle) units in 2023 and \$2.4M into EV (electric vehicle) units in 2024.

BRAMPTON FIRE AND EMERGENCY SERVICES ELECTRIFICATION

The City of Brampton is dedicated to improving sustainability and being a leader in environmental innovation across our operations. On January 23, 2024, the City of Brampton proudly unveiled the Rosenbauer RTX, the first fully electric-powered fire truck in Brampton.

Brampton is the first municipality in Ontario to use an electric-powered front-line emergency response vehicle, joining other world-class cities such as Berlin, Amsterdam, Dubai, Los Angeles, and Vancouver.

The Rosenbauer RTX is the first fully electric-powered fire truck available on the market able to meet current firefighting standards.

The truck's technology will allow Brampton firefighters to generate zero emissions while responding to emergencies, not only during travel, but also while on site. The elimination of emissions protects both the environment and health and safety of firefighters on scene by reducing the intake of carcinogens.

The new electric fire truck will be stationed at the new, state-of-the-art Brampton Fire and Emergency Services Headquarters and Training Centre. The City is looking at eight additional electric vehicles within the next four years.

The City of Brampton is actively exploring opportunities to further advance our plans for deployment of electric vehicles as part of an innovative and sustainable Brampton Fire and Emergency Services Department.

The City estimates a potential savings of \$384,000 and 256 tonnes CO₂e avoided over a 12-year lifetime per fire truck. *

*Sustainable Fleet Strategy: Additional Consideration, Battery-Electric Fire Truck

BRAMPTON ECO PARK

Brampton Eco Park comprises a network of sustainable urban/ green spaces reflecting Brampton's character and unique social opportunities, while supporting City infrastructure.

This is achieved by conserving and enhancing the City's natural systems, features and landscapes, and expanding and evolving into parks, streetscapes, and other spaces to form a comprehensive network of green places and nature reserves throughout the City. Several larger Eco Park projects are currently being implemented. These include:

- **Fallingdale, Earnscliffe and Eastbourne Eco Park Revitalization:** An eco park revitalization in conjunction with the scheduled Toronto and Region Conservation Authority (TRCA) channel remediation onsite.
- **Eco Park Education Centre:** Development of a flagship trailhead Eco Space to the Credit River Valley will be a prominent, publicly accessible centre for environmental learning and outdoor recreation.
- **Riverwalk:** A large and innovative long-term flood mitigation project in the heart of Brampton integrating the eco park principles.
- **Lake Enhancement Strategy:** A strategy to enhance the city's lakes and transform them into signature features of Brampton's Eco Park.

Establishing eco parks across Brampton will help leverage the city's natural heritage and recreation goals. The City is seeking funding for these important Eco Park initiatives.



A conceptual image of the evolution of Brampton Eco Park

FUNDING REQUEST

The City requests the provincial government deliver funds to municipalities to improve parks and other open spaces to provide nature-based play and restore ecosystems, such as the Eco Park Education Centre, the proposed Fallingdale, Earnscliffe and Eastbourne Parks Eco Space retrofit projects in the Bramalea area of Brampton, Norton Place Park Woodland, Wetland & Shoreline Restoration Project, as well as the Donnelly Ponds Shoreline Restoration Project.

STORMWATER INFRASTRUCTURE IMPROVEMENT

The City invests in maintaining and upgrading stormwater infrastructure across Brampton on an ongoing basis. In addition to regular operations and cleanout of Brampton's stormwater infrastructure, the City is also investing in retrofits and upgrades to existing infrastructure. For example, the City has identified gaps in water quality treatment provided by existing infrastructure in neighbourhoods built before current stormwater management practices.

The City has reviewed these areas and identified opportunities for new stormwater management infrastructure to be installed to capture pollutants from urban runoff before entering the natural environment.

Overall, these retrofits will provide additional stormwater control and treatment in under-served neighbourhoods to be more prepared for climate change. The City welcomes the \$200M new Housing-Enabling Water Systems Fund announced through the 2023 Fall Economic Statement. Additional funding can help the City accelerate and expand the scope of the Stormwater Retrofit Program to include additional opportunities and provide financial support for programs focused on gray and green infrastructure improvements, such as Brampton's Stormwater Retrofit Program



MUNICIPAL FISCAL SUSTAINABILITY

Municipalities are at the forefront of the most pressing challenges we face today. From housing to transit, critical infrastructure and sustainability, cities play a crucial role in ensuring our residents have access to key infrastructure and services. To play our part, municipalities like Brampton need the province to ensure we have the financial capacity to deliver for our residents.

The Association of Municipalities of Ontario has highlighted the current provincial-municipal fiscal arrangements require a joint review of revenues, costs and financial risks. AMO's Social and Economic Prosperity Review provides a detailed analysis of Ontario's infrastructure investment and service delivery needs. Brampton looks forward to working together with the province to position ourselves for a better future for all residents of Brampton and the people of Ontario.

Furthermore, the Federation of Canadian Municipalities (FCM) are calling for action from the provincial and federal governments to equip municipalities with the tools they need to ensure the quality of life Canadians deserve

and maintain fiscal sustainability. The FCM published a report with recommendations detailing how to achieve a new, fair and predictable municipal growth framework.

The current situation results in the primary funding source for municipalities being property taxes and this is unsustainable, given a wide range of services municipalities provide or are expected to support. Brampton is ready to work with sector partners and both provincial and federal governments to ensure municipal fiscal sustainability.

REQUEST FOR COLLABORATION

The City of Brampton requests the government work with AMO and municipalities to ensure adequate and sustained funding model for local government to ensure long term municipal fiscal sustainability.

BRAMPTON FIRE AND EMERGENCY SERVICES

Fiscal Impacts of Regulatory Changes

National Fire Protection Association Transition

In 2015, the Office of the Fire Marshal and Emergency Management (OFMEM) announced the transition from Ontario Fire Service Standards (OFSS) to the National Fire Protection Association Professional Qualifications Standard (NFPA), including legislation that made certification mandatory in the province.

The legislation was temporarily rescinded to allow for each fire department to develop and implement a transition plan. In July of 2022, the legislation was reintroduced. There is a significant training gap between the OFSS and the NPFA Professional Qualifications requiring all employees to be evaluated and receive updated skills training, testing and annual competency.

This transition equates to approximately 1,900 hours per employee, covering all applicable NFPA standards.

Ontario Fire College Closure

In January 2021, the OFMEM announced the Ontario Fire College (OFC) closing while moving to a regional training centre (RTC) model.

With the introduction of the RTC model, costs of NFPA courses and testing average \$300-\$500 per student, with some specialty rescue courses costing as much as \$2,500 compared to \$65 per student through the OFC. This change drastically outpaces the Brampton Fire and Emergency Services' (BFES) annual operating budget for courses.

REQUEST FOR COLLABORATION

The City requests the Province of Ontario work with Brampton Fire and Emergency Services to address fiscal impacts from the NFPA transition and Ontario Fire College Closure.

HEADS & BEDS LEVY

This levy is charged at \$75 per head/bed and has remained unchanged for over 35 years. If it had kept up with inflation the rate would be at \$165.68 in 2023.

In 2023, six institutions paid total levies of \$835,875, of which the City of Brampton retained \$441,541, and \$394,334 was received by the Region of Peel. Should the levy be adjusted to inflation, the total levy would more than double to \$1,847,284.

While provincial facilities and institutions provide economic benefit and contribute to community building, an updated 'heads & beds levy' would more accurately reflect the municipal costs associated with demand placed by these institutions on local infrastructure, increased demand for public transit, and other municipal services.

The City is requesting that the province double the Heads and Beds levy to ensure additional funding is available to municipalities who provide municipal services for international students. This would help address challenges faced by international students such as living conditions and barriers to affordable housing and accommodation.

FUNDING REQUEST

The City of Brampton requests the provincial government double the Heads and Beds levy to ensure additional funding is available to provide municipal services for international students.

JOINT & SEVERAL LIABILITY

Liability and risks are one major driver of exponentially increasing insurance costs for the municipal sector. Joint and several liability is a long-standing issue raised by municipalities across the province due to the disproportional burden on municipalities that are awarded by courts. It also is one of key driving factors for municipalities to settle out of court to avoid protracted and expensive litigation for amounts that may be excessive, and often exceed their degree of fault.

Since 2007, liability premiums have increased by 22.2% and are among the fastest growing of municipal costs.

A reform to joint and several liability may also offer the opportunity to support affordable housing.

The Building Code Act, as amended, allows the councils of two or more municipalities to enter into an agreement providing for the joint enforcement of the Act and Regulations within their respective municipalities. This allows for shared costs and cross jurisdictional approvals of building permits.

Municipalities are reluctant to enter into such agreements and one of the barriers is the associated liability. Reform to the joint and several liability regimes may offer the opportunity to expedite approvals of plans to construct much needed housing.

The City of Brampton supports and endorses AMO's recommendations to the province to address the growing municipal liability and insurance costs, aiming to align municipal liability with the proportionate responsibility for incidents and cap awards.





HEALTH CARE



Brampton continues to experience significant health care capacity pressures due to the area's rapid population growth, aging demographics, high prevalence of chronic disease, and historical funding inequities. The community's need for health care services and hospital capacity continues to outpace provincial investments. As a result, in January 2020, Brampton City Council declared a health care emergency.

The City is grateful for the Government of Ontario's commitment to Brampton's new second hospital and to expanding life-saving cancer services at Osler's Brampton Civic Hospital.

With continued rapid population growth and the new housing targets, making equitable and appropriate hospital and health care investments is more urgently needed than ever to ensure continued high-quality care for Brampton residents, bridge the current service gap, and ensure the growing community's needs can be met.

NEED FOR EQUITABLE HEALTH CARE FUNDING

Hospital Beds per 100,000 population

Brampton has well under half the number of hospital beds per capita than the provincial average.

Cancer Care

Osler provides care and treatment to patients across their cancer journey – prevention, screening, diagnosis, treatment, recovery, survivorship, and end-of-life care.

A notable gap in Brampton's cancer care services is radiation therapy – patients who require this type of life-saving treatment must receive care elsewhere.

And the community's need for cancer care is increasing:

- In 2023/24, Osler's oncology program experienced a nine per cent growth in the number of new case consultations for systemic treatment.
- Projections show that by 2038, the number of cancer cases is expected to double, and the need for radiation therapy is projected to increase more than 60 per cent. Mental Health and Addictions

Since 2010/11, Mental Health and Addictions Emergency

Department and Urgent Care Centre visits have increased by more than double the provincial average:

- Ontario: 54% increase since 2010/11.
- Brampton: 121% increase since 2010/11.

Brampton's continued population growth and new housing targets will further exacerbate the above inequities.

The Government of Ontario's commitment to Brampton's new second hospital and the new School of Medicine in Brampton are significant investments that will directly improve health care for our residents.

REQUEST FOR COLLABORATION

Continued support from the Ontario Government to bring Brampton's new second hospital to life for the community.

Next stages of Ontario Government approvals to begin building a comprehensive Cancer Care Centre at Brampton Civic Hospital to meet the growing needs for live-saving cancer care and treatment in our community.

SUPPORT FOR MEDICAL SCHOOL DEVELOPMENT

In the years leading up to and following the School of Medicine opening, Osler will require continued funding to support necessary changes to hospital operations and capacity as TMU's primary clinical partner and a major teaching hospital. These funds will support the necessary building blocks to accommodate hundreds of additional medical learners within the hospital environment.

STROKE CARE

Our diverse community experiences some of the highest rates of stroke in Ontario, and with Ontario's top rate of growth in residents aged 40 and over, health care pressures will continue to escalate in Brampton.

Currently, Osler is funded to provide a limited range of stroke care, meaning that many patients are required to seek more intensive treatment outside of our community.

To help remediate this gap, Osler is requesting increased funding to develop a more comprehensive stroke program and a District Stroke Centre – a crucial step towards health equity for the community.

THIRD HOSPITAL

Brampton's need for health care and hospital services continues to outpace current capacity. The new provincial housing target of 113,000 new homes is projected to add an additional 300,000-400,000 residents.

To service this growth, Brampton will need a minimum of 660 new hospital beds. With that in mind, the City requests the province consider providing a planning grant for a third hospital in Brampton.

BRIDGING THE GAP

Building on Provincial Investments in Brampton's Health Care

- Equitable and appropriate hospital and health care investments to address historic underfunding and to meet the needs of Brampton's rapidly growing population.
- Ensure adequate funding for the primary clinical partnership between Osler and the TMU School of Medicine in Brampton.
- Provide Osler with additional funding to build a comprehensive stroke recovery program, which will enable Osler to embark on a journey to become a District Stroke Centre.
- Advance plans and approvals for a comprehensive Cancer Care Centre at Brampton Civic Hospital.
- Consider and provide a planning grant for a third hospital in Brampton.





COMMUNITY SAFETY AND WELL-BEING

BRAMPTON COURTHOUSE EXPANSION

Ensure the timely allocation and effective utilization of the \$117 million committed to the Brampton Courthouse, enhancing the judicial infrastructure to support a growing population and improve access to justice.

MENTAL HEALTH RESOURCES

The City welcomes the announcement from the Ontario government to open a new Youth Wellness Hub in Brampton to support the mental health of our young people ages 12 to 25, and their families, and connect them to services that support their wellbeing.

We continue to advocate for increased funding and resources to expand mental health and wellness programs for youth, addressing the critical need for mental health support services in schools and community centers to foster a healthier, more resilient young population.

As a community, we are coming together through the Peel Newcomer Strategy Group to focus on improving the mental health service experience for newcomer youth and international students and we are advocating for the necessary resources to ensure that the continuum of supports is available and accessible to this key group in our community.

As a city, we are urging the provincial government to adapt existing policies to allow for increased system capacity and we want to collaborate on co-designing improvements for newcomer youth and international students' mental wellness.

SUPPORTING INTERNATIONAL STUDENTS

International students continue to face challenges related to mental health, substance abuse, barriers to student health and well-being, lack of personal safety nets, insufficient or inaccessible culturally appropriate resources, and precarious working and living conditions, to name a few. Living conditions and barriers to affordable housing and accommodation are significant challenges for international students. The cost of housing is a substantial portion of expenses that international students pay during their studies. To address these barriers, the City of Brampton has led an integrated approach to identifying solutions from pre-arrival to post-graduation and requires support from higher levels of government for increased funding and resources.

A comprehensive charter for international students has been co-developed by key stakeholders across our community to ensure equitable access to education, housing, and community support services, promoting their successful integration and contribution to Brampton's economic and cultural landscape.

The City of Brampton continues to call on all levels of government to work with universities and colleges to create more student housing options for students to meet the current and forecasted demand.

COMBATting GENDER VIOLENCE

The City of Brampton welcomes the Ontario-STANDS program and efforts to enhance existing prevention and response mechanisms against gender-based violence. As the province moves towards more collaboration for implementing actions across education, social services, housing, health, and justice sectors, the City of Brampton is eager to share perspectives to help ensure the implementation of related action plans is responsive and reflects meaningful change.

Our advocacy efforts through this platform aim to strengthen initiatives and funding aimed at preventing gender violence by enhancing support services for survivors, increasing public awareness campaigns, and fostering partnerships with local organizations to create safer communities for all residents. We want to ensure the Region of Peel and the City of Brampton is fairly represented in Ontario's investment of over \$1.4 billion in gender-based violence services, with culturally appropriate supports that reflect the needs of our local community.

We ask the provincial government to provide our community with a commitment of new funding to support transitional housing dedicated to female victims and their children of domestic violence.

We also continue to urge the creation of provincial legislation to address family violence and requesting that intimate partner violence be formally declared an epidemic in Ontario.

RIISING COST OF LIVING

The COVID-19 pandemic combined with the rising costs of living and prolonged housing crisis continues to contribute to an increase of homeless encampments across Canada. As one of Canada's largest cities, the City of Brampton has also seen an increase of encampments across our community. We understand that people experiencing homelessness are not a homogenous group. They have diverse needs and different experiences that led them to being unhoused. To address encampments effectively, a multi-sectoral approach is needed with support from all levels of government in the form of funding and resource allocation for deeply affordable housing.

Through this platform, our aim is to address the rising cost of living by advocating for policies and programs that provide financial relief and support to low and middle-income families, including affordable housing initiatives, increased minimum wage, economic empowerment, enhancing food security, and accessible public services to enhance the quality of life in Brampton.

To address the growing problem of food insecurity, last year marked the launch of the Brampton Food Hub, a collaboration between six local agencies to build a sustainable food network in our community to ensure equitable access to nutritious, culturally appropriate food for all residents.

To keep up with increasing demands, we are asking for additional funding and resources to help this program continue to thrive and serve our community.

SHELTER SYSTEMS

Like many other communities across the province, the City of Brampton is seeking solutions to address the overcapacity crisis in the regional shelter system. We are pushing for immediate investments and long-term solutions to increase shelter capacity, improve wrap-around services, and support pathways to permanent housing for those in need. We urge higher levels of government to increase funding for deeply affordable and supportive housing options for homeless communities and for people transitioning out of homelessness who are looking for permanent housing options.

The City is actively working with the Region of Peel and other stakeholders in our advocacy efforts for increased and fair share of funding to support local efforts in addressing chronic homelessness and encampments. We also need to address the need for increased affordable and supportive housing, mental health and addictions

support, and other social service supports to address the root causes of chronic homelessness.

We are working to proactively identify any gaps and further improvements to the City of Brampton's internal processes in addressing encampments on City property, and any opportunities to improve the City's coordination with Region of Peel, Peel Regional Police, and local social service agencies.

FUNDING AND COLLABORATION REQUEST

The City of Brampton requests provincial support with local costs and efforts to react to the rapid increase in homelessness and encampments in our City.

MUNICIPAL AND SOCIAL SERVICES IN BRAMPTON

The City of Brampton follows a comprehensive approach to the community safety and well-being of our residents including access to and reliable support through various social services, including childcare, senior care, and mental health care, at various stages of their lives to thrive and succeed.

A recent report by the Metamorphosis Network has shown that Peel residents receive less provincial funding for municipal and social services compared to the average Ontario resident, with a shortfall of \$578 per person annually. This funding gap results in over \$868 million in underfunding across Peel annually, with almost half a billion dollars affecting Brampton alone.

As the ninth largest city in Canada and among the fastest growing 25 cities across the country, Brampton requires adequate support and funding from the province to ensure our talented workforce is focused on building our communities and securing a prosperous future for the City and province.

FUNDING AND COLLABORATION REQUEST

The City of Brampton requests a fair, new deal for Brampton to ensure that the city receives an equitable share of provincial investment in municipal and social services.



**AUTO
INSURANCE**

Fiscal capacity of our residents has direct impact on their quality of life and the city itself. In 2020, Brampton residents had the highest auto insurance rates in Ontario, ranking fourth highest in 2021. By 2023, Brampton drivers were paying more for auto insurance than anyone else in Ontario with an average premium at \$2,707, representing a 37% increase from 2021.

OPPORTUNITY

In 2020, Brampton residents had the highest rates in Ontario, ranking fourth highest in 2021. By 2023, Brampton drivers were paying more for auto insurance than anyone else in Ontario, with the city holding the highest auto insurance premiums as of May 2023.

In April 2019, the province released “Putting Drivers First: A Blueprint for Ontario’s Auto Insurance System.” In the document, the government committed to fixing Ontario’s broken auto insurance system and making auto insurance more affordable.

Brampton drivers need a fair deal for auto insurance. Also, in 2019, Bill 42 was introduced in the Ontario Legislature to prohibit insurance companies from using postal codes as a primary factor in setting insurance rates. However, Brampton families continue to endure excessive costs for auto insurance with some postal codes consistently paying twice the provincial average.

Approximately 20,000 residents signed the City’s petition for auto insurance reform launched back in 2020 - #FairDealForBrampton.

The City is encouraged by recent comments made by the Premier indicating provincial action may be forthcoming on postal code driven auto insurance rates.

GOAL

Brampton residents deserve and call for decisive and prompt action on auto insurance rates. The City calls on the province to work collaboratively with stakeholders and act on its commitment to fixing Ontario’s broken auto insurance system and making auto insurance more affordable for Brampton drivers.

COLLABORATION

The City acknowledges the government’s action in April 2020 to enable a temporary financial relief for auto insurance consumers spending less time on the roads due to COVID-19. However, more is required to ensure a fair and equitable auto insurance rate in Ontario.

Most expensive car insurance premiums in Ontario 2023

Rate estimates are based on a 35-year-old driver of a 2019 four-door Honda Civic with a clean driving record.

REQUEST FOR COLLABORATION

The City calls on the province to work collaboratively with stakeholders and act on its commitment to fixing Ontario’s broken auto insurance system and making auto insurance more affordable for Brampton drivers.

Most expensive car insurance premiums in Ontario 2023

Rank	City	Average 2023 estimated premium	Average 2021 estimated premium	Change (%)
1	Brampton	\$2,707	\$1,976	37%
2	Toronto	\$2,325	\$1,953	19%
3	Mississauga	\$2,311	\$1,971	17%
4	Richmond Hill	\$2,188	\$2,025	8%
5	Vaughan	\$2,158	\$2,179	-1%
6	Pickering	\$1,985	\$1,959	1%
7	Markham	\$1,870	\$1,744	7%
8	Oshawa	\$1,839	\$1,833	0%
9	Hamilton	\$1,810	\$1,564	16%
10	Schomberg, King City, Stouffville, Aurora, Nobleton	\$1,801	\$1,766 (Schomberg, King City, Nobleton), \$1,582 (Stouffville, Aurora)	2% (Schomberg, King City, Nobleton), 14% (Stouffville, Aurora)

Rate estimates are based on a 35-year-old driver of a 2019 four-door Honda Civic with a clean driving record.



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