



City of Brampton 2025 General Ontario Election Priorities

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BUILDING A BETTER BRAMPTON TOGETHER



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)



MAYOR'S MESSAGE

Building on our progress, Brampton is looking forward to continued collaboration with the provincial government to ensure the needs of our residents are addressed. We are focused on building a prosperous and healthy community which is safe, sustainable, and successful.

Recently, the population of Brampton surpassed Mississauga for the first time since our municipalities were incorporated. This means Brampton is now the third-largest city in Ontario, behind Toronto and Ottawa and the seventh largest city in Canada. As an urban growth centre, Brampton's population will increase to one million residents in the coming years.

As we continue to grow, the provincial government is an integral partner for Brampton in helping to build a successful city through funding and policy decisions. We look to the province to help advance our growth priorities and improve the quality of life for all our residents.

Over the last several years, we have worked together with the province to move the needle on several long-standing challenges and pressing issues we face as a city and province. We are grateful for the funding committed by the province toward our new second hospital and the new medical school in collaboration with Toronto Metropolitan University (TMU). Just recently, your government announced it is moving forward with work to extend the Hazel McCallion LRT line into Brampton and plans to tunnel a section through our historic downtown. This is a transformative initiative addressing long-standing inequities our Council has long advocated for.

We are also focused on doing our part in addressing housing affordability crisis in our community. Brampton is a committed partner in ensuring our residents have access to the right mix of affordable housing options. Under Brampton's housing strategy, entitled *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.

With the provincial election underway, I want to highlight Brampton's key priorities and seek your support to keep moving Brampton forward.

Our future is limitless, and our best days have yet to come. This election brings new opportunities to strive for our goals. The City of Brampton looks forward to partnering with the provincial government to navigate the changes ahead of us, and pursue new opportunities to secure a better future for the residents of Brampton and all of Ontario.



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 2025 fiscal year, we are encouraged by the alignment of our priorities. We look forward to your partnership, funding, and support to build Brampton.

OUR PRIORITY PROJECTS AND FUNDING NEEDS

TRANSIT

Hazel McCallion Light Rail Transit (LRT) Completion Investment Needed: \$2.8B

\$1.4B provincial funding - The City thanks the province for the recent funding announcement and commitment to the tunnelled option.

\$1.4B federal funding required

Queen Street - Highway 7 BRT Investment Needed: \$684M

\$342M provincial funding required

\$342M 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 total)
- Existing Facility Electrification Retrofits \$67.5M (\$135M total)
- On-Street Charging Infrastructure - \$5.5M (\$11M total)

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

GO TRANSIT

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

ELECTRIC BUS CHARGE STATION

CHARGE
STATION

LOADING
BUS IS CHARGING

Brampton Transit
POWERED BY ELECTRICITY

SIEMENS
Canada

BRAMPTON TRANSIT



2151 Canada

ELECTR

502-981

Brampton Transit
POWERED BY ELECTRICITY

2151

Bram

POW



HOUSING AND GROWTH INFRASTRUCTURE

Brampton calls on the province 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.

MUNICIPAL FISCAL SUSTAINABILITY

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 build Brampton's new second hospital and a comprehensive cancer care centre.

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 role as the primary clinical partner.

Consider and provide a planning grant for a third hospital in Brampton.

TRANSIT

Local Initiatives

Queen Street - Hwy 7 BRT

Regional Impacts

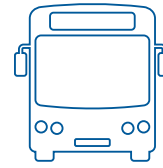
Transit Electrification

Hurontario LRT Extension

GO Train Service

PROJECTED
RIDERSHIP
FOR 2024
40% HIGHER THAN PRE-COVID

45M+



533
BUSES

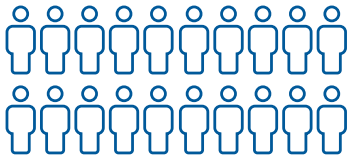
2,730
BUS STOPS



1,030
BUS SHELTERS
& ZUM STATION STOPS



1.5M
SERVICE
HOURS



1,501
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 is 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 was also the first transit system in the country to not only fully recover, but also exceed its pre-pandemic ridership levels. As of July 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

We are thrilled with the recent announcement that the Province is moving forward with work to extend the Hazel McCallion Line into downtown Brampton and plans to tunnel the Brampton portion of the segment. This is a game-changer for our city.

The Hazel McCallion Line will be an integral part of the overall Greater Toronto and 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 JOBS/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.

HAZEL MCCALLION LINE LRT TUNNEL ALIGNMENT

The LRT Extension Study evaluated LRT options in a multilevel 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:

40%

Almost 40% faster than current Züm BRT service (11 mins).

25%

Almost 25% faster than proposed surface alignment of the Hazel McCallion LRT (9 mins).

3.5x FASTER

And almost 3.5x faster for auto trips travelling the same corridor with the surface Hazel McCallion Line LRT (24 mins).

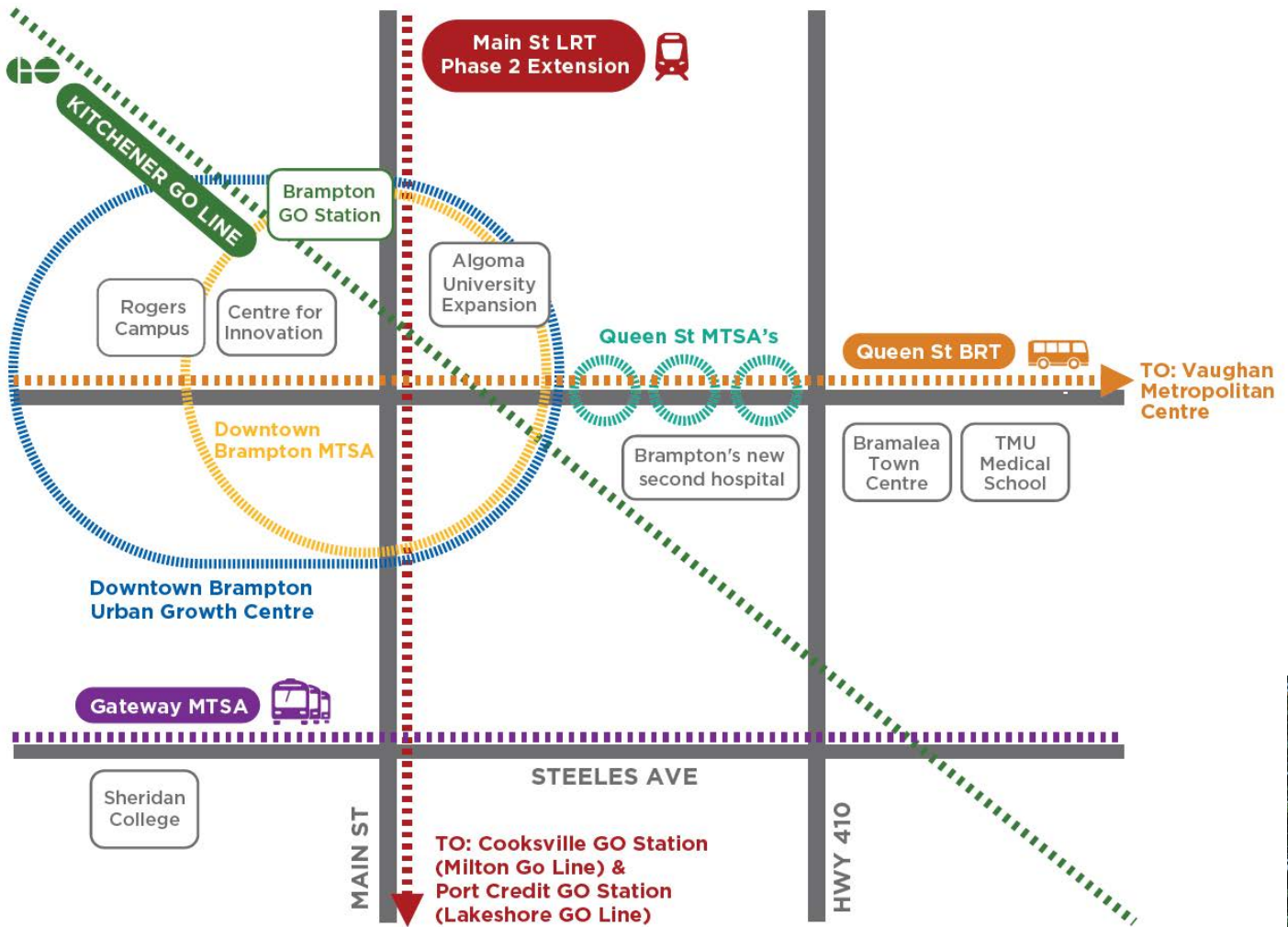
In addition to time savings, the tunnel option offers several other distinct benefits:

- It is easier to extend the line further north along Main Street as intensification builds north of downtown Brampton.
- It will be more dependable 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.



DOWNTOWN REVITALIZATION

Brampton's downtown is on the brink of major investments that will redefine our city's 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.



A new Transit Hub in downtown Brampton will be a crucial component of a modern and efficient transit system. The commitment the province has given to this project will positively impact businesses, employment opportunities, land value, and improve the lives of the downtown community.

MAJOR DOWNTOWN BRAMPTON INVESTMENTS

CENTRE FOR INNOVATION (CFI)

The Centre for Innovation (CFI) and Innovation District are poised to become the cornerstone of Brampton's ongoing growth, further strengthening the city's role as a key player in Ontario's Innovation Corridor. In partnership with industry leaders, the city will develop state-of-the-art, mixed-use spaces designed to drive innovation, digital technology, and community engagement. These spaces will offer a blend of housing, flexible office areas, assistive technologies, and programs aimed at improving accessibility and fostering creativity. Together, we are building a dynamic hub that will position Brampton as a central player in Ontario's innovation landscape.



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.

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

We are asking for provincial commitment for the Queen Street—Highway 7 BRT.

Investment needed: \$684M*

\$342M – Provincial funding required

\$342M – Federal funding required

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

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



QUEEN STREET CORRIDOR

The Queen Street corridor is expected to see 50 per cent 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.

MAJOR TRANSIT INFRASTRUCTURE PROJECTS COMPARISON

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 (include 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**

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

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 (2023)
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%	-13%
City of Hamilton Hamilton LRT	569,353	\$3.4B	\$1.7B	\$1.7B	\$5,970	3%	-12%
City of Brampton <ul style="list-style-type: none"> Brampton LRT Extension (Tunnel) Queen St-Highway 7 BRT 	791,000 (Stats Cda, Jan 2025)	\$3.5B	\$1.75B	\$1.75B	\$5,310	160%	+28%

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

CURRENT AND 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 Road 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. The Toronto Metropolitan University's School of Medicine is the first of its kind in the GTA in over 100 years. And it's going to be a tough school to get into. The best of the best. Harvard has a medical school. They accept 3% of applicants. TMU's School of Medicine will be twice as hard to get into. A healthy future for Brampton is shaped by innovation, collaboration, and bold thinking.

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

Toronto Metropolitan University (TMU) will open its medical school in Brampton this coming September. The first class will include 94 undergraduates and 105 postgraduates. TMU's goal is to welcome a diverse group of future doctors, with the hope many will opt to stay and work in Brampton. 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 and the Queen Street BRT, as well as the 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 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*

12,890

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.

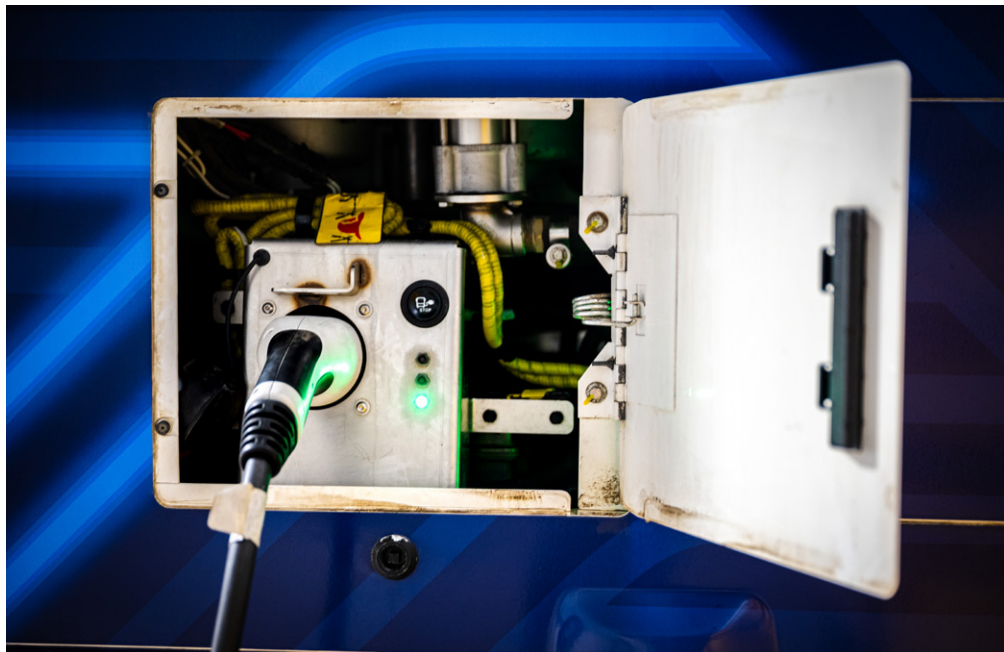
The City has successfully secured \$175M of funding through the Investing in Canada Infrastructure Program (ICIP) towards the base (non-electrified) phase one of the facility's construction.

The 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% 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 provincial commitment is required to fund the remaining 50% of the third facility electrification project, not covered through the Zero-Emission Transit Fund.



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

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

45M+ RIDES
2024

112%+ ↑ SINCE
2015

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):

\$271M

Purchase of approximately 250 ZEBs - \$271M (\$542M total costs)

\$67.5M

Existing Facility Electrification Retrofits - \$67.5M (\$135M total costs)

\$5.5M

On-Street Charging Infrastructure - \$5.5M (\$11M total costs)

- 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 busses, 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 = 53,000, LRT Extension = 2,936)

INNOVATION - 450+ ZERO EMISSION BUSES
(ZEBS - when fleet fully electrified)

FUNDING AND 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)
- Existing Facility Electrification Retrofits \$67.5M (\$135M total costs)
- On-Street Charging Infrastructure - \$5.5M (\$11M total costs)

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

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 AND 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 AND GROWTH INFRASTRUCTURE

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. Recently, the population of Brampton has surpassed Mississauga for the first time since our municipalities were incorporated. This means Brampton is now the third-largest city in Ontario, behind Toronto and Ottawa.

By 2051, Brampton's population is forecasted to increase by an additional 317,000 residents, which would make the City home to over one million residents. Through extensive consultation undertaken through the 2040 Vision, Brampton Plan (the City's New Official Plan), 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.

HOUSING BRAMPTON

The City has been a committed partner in ensuring our residents have access to the right mix of affordable housing options. Under Brampton's housing strategy entitled *Housing Brampton*, the City has been working to improve housing affordability, diversify our housing stock, and apply 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.

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 and range 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.



REQUEST FOR COLLABORATION

The City calls for provincial investment in infrastructure that supports the delivery of more housing options. This includes an ongoing need for other hard/soft infrastructure investments as we work to build more housing.

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.

REQUEST FOR COLLABORATION

Brampton calls on the province 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 and students).





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.

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.

EIGHT CITY INITIATIVES FOR THE HOUSING ACCELERATOR FUND

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

HOUSING, GROWTH, AND INFRASTRUCTURE

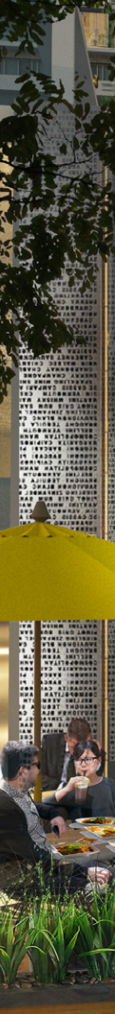
The City issued 7,379 building permits in 2024, representing over \$2.4B in construction value. \$1.1B of this value is associated with residential projects.

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 Brampton's rate of population growth will require:

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





RIVERWALK

We thank the provincial government for its commitment of \$29.7M in funding towards the Riverwalk project. This level of support will help get more homes built faster and will be a catalyst to unlock the potential of Brampton's downtown.

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



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 (AMO) 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) is 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. 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 provincial government work with AMO and municipalities to ensure adequate and sustained funding model for local government to ensure long term municipal fiscal sustainability.





HEALTH CARE

Brampton continues to experience significant health care capacity pressures as a result of 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 William Osler Health System's Peel Memorial Hospital redevelopment and to expanding life-saving cancer services at Brampton Civic Hospital. However, timely approvals and further investments are required to meet the needs of Ontario's fastest-growing large city.

With continued rapid population growth and the new housing targets, equitable and appropriate hospital and health care investments are urgently needed to ensure continued high-quality care for Brampton residents, equity in comparison to other communities, and timely progress on major health care infrastructure projects.

HOSPITAL BEDS AND CARE CLOSE TO HOME

Brampton has well under half the number of hospital beds per capita than the provincial average – the lowest ratio in the province.

Brampton: Less than 1 bed per 100,000 residents

Ontario: 2.4 beds per 100,000 residents

More Brampton residents access the hospital care they need outside of the community, when compared other large cities in Ontario.

CANCER CARE

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

However, a notable gap in Brampton's cancer care services is radiation therapy. Patients who require this type of lifesaving treatment must receive care at other hospitals outside of their own community.

Brampton's need for cancer care continues to increase and greater capacity is needed:

- Approximately 50% of Oncology patients in Osler's region receive treatment outside of the community.
- Projections show that by 2038, the number of cancer cases are expected to double, and the need for radiation therapy is projected to increase more than 60 per cent.





Plans for a new, state-of-the-art cancer care centre at Brampton Civic Hospital will address the growing needs in alignment with the premier’s April 2022 commitment.

The new centre will house a full scope of cancer services including radiation treatment under one roof, enabling continuity of care, better patient and family experiences and bringing life-saving care close to home for Brampton.

The City appreciates the provincial government’s commitment, but the cancer care centre project has fallen behind target timelines, while patient volumes and the urgent need for cancer treatment continue to grow.



REQUEST FOR FUNDING AND COLLABORATION

We are asking for increased hospital funding to address historical gaps and address capacity pressures in Brampton.

Continued support from the province to bring Brampton’s new second hospital to life for the community as soon as possible.

Provincial approvals are required to advance plans for a comprehensive cancer care centre at Brampton Civic Hospital to meet the growing needs for live-saving cancer care and treatment close to home.

SUPPORT FOR MEDICAL SCHOOL DEVELOPMENT

Brampton is grateful for the province moving forward with the Toronto Metropolitan University’s school of medicine in the City of Brampton.

Osler will require continued funding to support necessary changes to hospital operations, facilities, and capacity as TMU’s primary affiliated partner and a major teaching hospital. Funds will support the necessary building blocks to accommodate hundreds of additional medical students within the hospital environment.

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 keep pace with this growth, Brampton will need a minimum of 660 new hospital beds. With that in mind, the City requests the province provide a planning grant for a third hospital in Brampton.



The new Peel Memorial Hospital (Brampton's second hospital)

BRIDGING THE GAP

Building on the progress and provincial investments in Brampton, we are asking the province to bridge the health care gap with the following:

- Equitable and appropriate hospital and health care investments to address historic underfunding and to meet the needs of Brampton's diverse, rapidly growing population
- Ensure adequate funding for the primary clinical partnership between Osler and the TMU School of Medicine in Brampton.
- Advance plans and approvals for a comprehensive cancer care centre at Brampton Civic Hospital.
- Provide a capital planning grant for a third hospital in Brampton to address the longer-term needs of Ontario's fastest-growing large city.



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