

**CITY OF BRAMPTON
2024 FEDERATION
OF CANADIAN
MUNICIPALITIES
CONFERENCE**





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)

A BETTER BRAMPTON FOR ALL

Mayor's Message

As the City of Brampton celebrates its 50th birthday this year, it is an appropriate time to reflect on our community's past as we plan for our future.

Brampton grew from a settlement established in the early 1800s, to an officially designated city in 1974. Brampton is now the ninth largest city in Canada and is the fastest growing of the twenty-five largest cities across this great country.

As a member of the Federation of Canadian Municipalities (FCM), we are proud to be participating in the annual conference this year. The theme of this year's conference is **Redefining our future** - a fitting theme for the City of Brampton as we continue to grow and celebrate our 50th year as a City.

Our population is young and diverse and continues to grow with high levels of immigration and newcomers choosing to call Brampton home. Supporting the needs of a rapidly growing community is essential for the long-term success of our city and the future prosperity of Canada.

Brampton cannot do this alone. We need financial support from the federal government for large scale projects such as housing; higher order transit; stimulating economic development and innovation; active transportation; mitigating climate change; tools for municipal fiscal sustainability; and support for enhancing community safety.

This document outlines many of Brampton's success stories and the challenges we face. These challenges are similar to other growing Canadian cities.

Through FCM, I am confident Brampton will be able to redefine our future, which provides our residents with the best services and an enhanced quality of life.

In response to the challenges facing municipalities of all sizes from coast to coast to coast, FCM is championing a new municipal growth framework, which is a new way to empower municipalities so we can withstand the challenges of today and tomorrow.

Together, we can partner for a better future for our cities and communities and unlock the potential of the City of Brampton.



Mayor Patrick Brown





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SUMMARY OF FUNDING REQUESTS

The City of Brampton welcomes the funding received from the federal 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.

SUMMARY OF FUNDING REQUESTS

Housing

- The City of Brampton is asking the federal government to explore all available tools, innovations and opportunities to deliver affordable housing options, including affordable ownership options and purpose-built rental units, to meet the diverse housing needs of all Brampton residents (e.g., first-time homeowners, multigenerational families, new immigrants, seniors, students, etc.).
- The City seeks federal supports, including direct financial commitments to ensure that vulnerable communities (low-income households, refugees, international students, etc.) have access to a diverse range of housing options.
- Planning for a new task force with the Province of Ontario, City of Brampton, educational institutions and Immigration, Refugees and Citizenship Canada (IRCC) to develop solutions, including financial supports, for safe, adequate and affordable housing for international students and postgraduate work permit holders.
- The City calls on the federal government to donate or provide funding for land to the City of Brampton and non-profits for the development of affordable housing, including purpose built rental and 'missing middle' housing solutions.

Transit

- The Light Rail Transit (LRT) extension along Main Street from Steeles to Brampton GO Station requires approximately \$1.4B* in federal funding for the tunnel alignment.
- The Queen Street - Highway 7 Bus Rapid Transit (BRT) requires approximately \$250M* in federal funding.
- The City of Brampton is committed to transit electrification, including the electrification of the third transit facility. To fund the other 50% of these critical projects, not covered through the Zero Emission Transit Fund (ZETF), additional infrastructure funding is required.

- The City asks the federal government to maintain funding allocations under the Community Building Fund and consider permanently doubling the funding.
- The City asks the federal government to consider starting the \$3B/year Permanent Transit Fund sooner than 2026-27 and to give municipalities the flexibility to use this funding to implement their priority transit projects.
- The City requests the federal government extend the program end dates for the ZETF funding and the CIB financing programs, as well as roll out details for the Permanent Transit Fund as soon as possible.

Economic Development & Innovation

- The City of Brampton asks for the continued support of Global Affairs Canada and greater collaboration for investment attraction. We thank the Trade Commissioner Service for supporting Brampton's visits and international initiatives. The city welcomes an opportunity to host the Trade Commissioners on their next visit to Canada.

Active Transportation

- Include longer-term sustainable funding to implement active transportation infrastructure and programs as part of the federal government's National Active Transportation Strategy.
- Expedite the start of the Permanent Transit Fund to enable sustainable and long-term investments in support of transit-oriented development for the expecting housing growth in the coming years.
- Increase the total amount of the Active Transportation Fund to help municipalities accelerate the implementation of active transportation programs and infrastructure.

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

Climate Action

Enhance parks and recreational opportunities, and protect natural systems by:

- Delivering funds to municipalities to improve parks and other open spaces to provide nature-based play and restore ecosystems such as the proposed Fallingdale, Earnscliffe, and Eastbourne Parks Eco Space Retrofit project, North Place Park woodland, wetland and shoreline restoration project and Professor Lake ecological enhancement project.
- Funding the Eco Park Education Centre, a network of sustainable urban and natural spaces within the City.
- Facilitating energy efficiency and greenhouse gas (GHG) reduction, as well as long-term reductions to the operational costs of houses and buildings by:
 - o Providing funding for residential energy retrofit programs, such as the proposed Peel Residential Energy Program.
 - o Offering financial incentives for the development of District Energy Systems in urban centres, mobility hubs and intensification corridors.
 - o Providing seed funding to the Centre for Community Energy Transformation.
 - o Improving stormwater management, protect our waterways, and prepare for climate change by:
 - o Providing financial support for programs focused on gray and green infrastructure improvements such as Brampton's Stormwater Retrofit Program.



IN BRAMPTON, OPPORTUNITY ADDS UP



THE FASTEST GROWING OF CANADA'S 25 LARGEST CITIES
(2021 Census)



ONE OF CANADA'S YOUNGEST CITIES **36.5** (AVG, AGE)



CENTRALLY LOCATED
in the middle of Canada's Innovation Corridor



YOUNG, MULTICULTURAL WORKFORCE
250 different cultures, speaking 171 languages



ACCESS TO 4.3 MILLION
labour pool across the GTA



The largest supply of investment ready sites adjacent to Toronto Pearson International Airport



HOME TO CN
The largest Intermodal Railway terminal in Canada

SEVEN TRANSCONTINENTAL HIGHWAYS
accessing 158 million North American consumers



AAA

Credit Rating (Standard & Poor's)



+100,000 **DIVERSE BUSINESSES**
IN BRAMPTON

RANKED TOP 10 OVERALL MID-SIZED CITY; TOP 10 BEST BUSINESS FRIENDLINESS & CONNECTIVITY
FDI Magazine



148,674
Residents with a university degree (Bachelor's degree or above)

9TH **LARGEST**
City in Canada

4TH **LARGEST**
City in Ontario

MACLEAN'S

RANKED 13TH
OUT OF 415 OF CANADA'S BEST COMMUNITIES

BUILDING PERMIT ACTIVITY

\$1.73 Billion
Total Construction Value (2021)

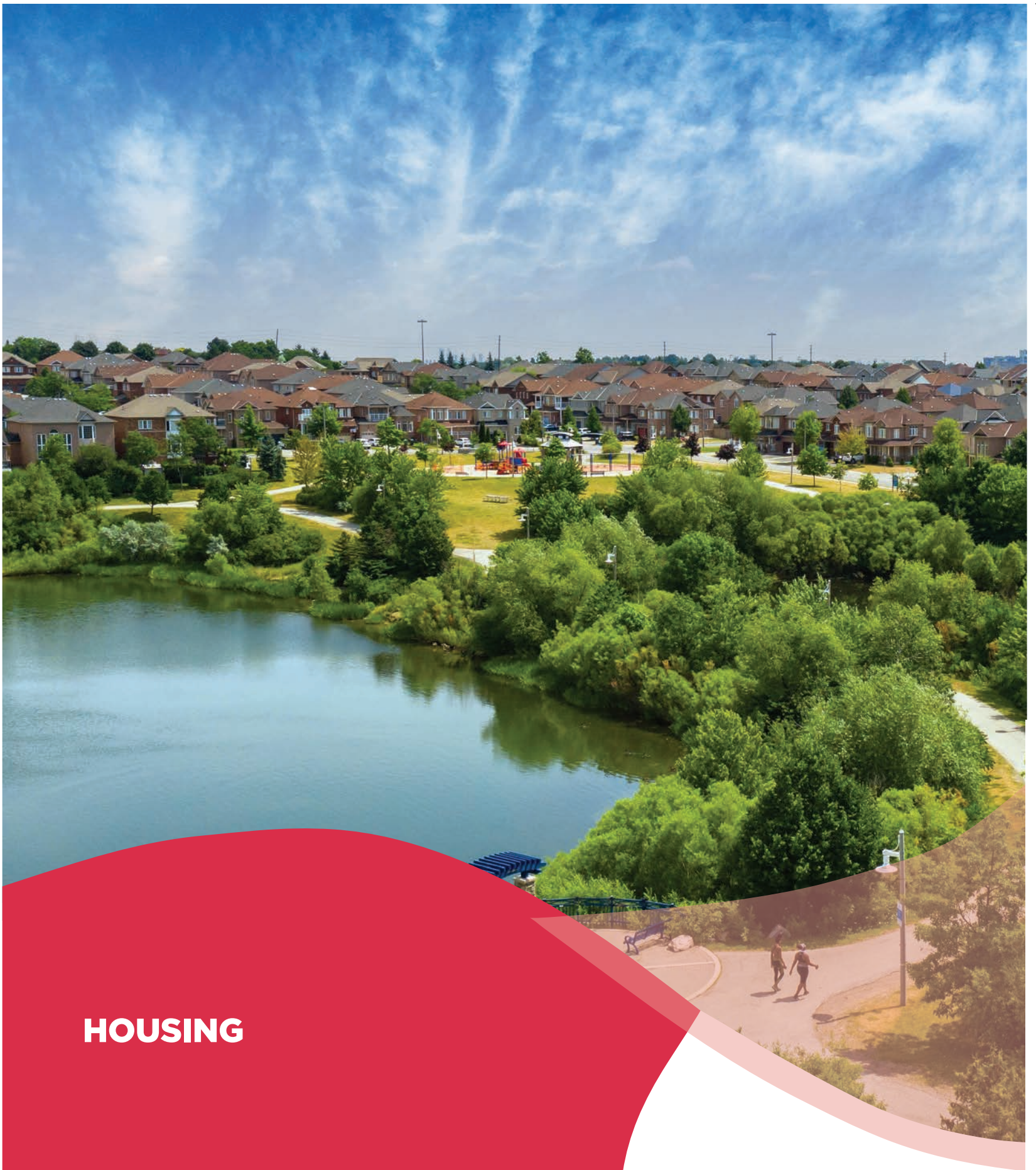


\$2.03 Billion
Total Construction Value (2022)



\$2.30 Billion
Total Construction Value (2023)

33% Increase (2021-2023)



HOUSING

REQUEST FOR COLLABORATION

The City of Brampton asks the federal government to work with the City to explore all available tools, innovations and opportunities to deliver affordable housing options, including affordable ownership options and purpose-built rental units, to meet the diverse housing needs of all of Brampton residents (e.g. first-time homeowners, multigenerational families, new immigrants, seniors, students, etc.)

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.



IN 2021, THERE WERE
189,086
PRIVATE DWELLINGS IN BRAMPTON
UP **9%** OR **15,658** FROM 2016
(Statistics Canada Census data, 2016-2021)

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.

The City of Brampton welcomes the federal governments investments through Budget 2024 to unlock affordable housing, rental housing, addressing homelessness and expediting the construction of housing. Brampton continues to invest in housing and transit options to meet our residents' unique needs and these funding opportunities will be pivotal for municipalities like ours to successfully tackle the housing crisis.

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. We look forward to working with the federal government to leverage Budget 2024 initiatives and implement Housing Brampton for our city.

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 incentive framework identified through Housing Brampton.

CITY-WIDE COMMUNITY IMPROVEMENT PLAN (CIP) FOR AFFORDABLE HOUSING

The City is currently developing a CIP for Affordable Housing - a key action identified in Housing Brampton. The CIP will be a framework of financial tools and incentives to encourage the 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

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 to allow for developing complete communities as intensification in the 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 upper levels of government to administer this tool, including managing a wait list and monitoring and reporting on the new units.

FUNDING REQUEST

The City seeks federal supports, including direct financial commitments to ensure that vulnerable communities (low to middle income households, refugees, international students, etc.) have access to a diverse range of housing options.

PUBLIC LAND FOR AFFORDABLE HOUSING

Non-profits, co-operatives and purpose-built rental developers face challenges with land costs. Access to public land (either surplus, vacant or underutilized) can support innovative solutions to housing for vulnerable groups. There is an opportunity for the federal government, in collaboration with the province, to donate or lease crown land to lower-tier municipalities including the City of Brampton, for affordable housing.

There is also an opportunity for the federal government to provide funding to lower-tier municipalities such as the City of Brampton to acquire land for housing projects and work in partnership with affordable housing developers and operators to build a full mix of affordable housing options.

REQUEST FOR COLLABORATION

The City welcomes the federal government's Public Lands for Homes plan to unlock underused public land to build more housing, accelerate the process of making public land available for housing, lease public land instead of selling it off and create a new mapping tool to keep track of land that be used for housing.

HOUSING ACCELERATOR FUND

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

Through HAF, the City submitted an action plan focused around eight initiatives, which are key actions identified by the City to support the delivery of new housing in Brampton over the next three years. We are grateful for the funding received through HAF which will support the City in advancing significant work to catalyze growth and development in Brampton.

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 to create complete communities.

Eight City Initiatives for 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



HOUSING, GROWTH & 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 important 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
- 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

HOUSING FOR INTERNATIONAL STUDENTS AND POST-GRADUATE WORKERS

Canada's stable immigration system, which offers an easy pathway to employment and permanent residency after graduation, together with successful recruiting strategies by public and private colleges and universities, have made the Region of Peel, and particularly Brampton, very attractive for international students and postgraduate work permit holders.

The federal government's immigration policy has a major impact on population growth and many tax policies. Municipalities like Brampton are responsible for translating the impacts of federal immigration policy into local plans and capital projects to sustain the growth. The net population growth in Brampton is international, including international students.

A vast number of legal and illegal second units and rooming houses are capturing the influx of student population in Brampton, with considerable impacts on safety and impacts on the City's infrastructure planning.

The City of Brampton and Sheridan College marked an important milestone in the development and launch of the Brampton Charter for Improving the International Student Experience. The creation of the Charter is the culmination of a community roundtable, an International Student Summit and the co-creation of a shared approach to actions, reporting, and accountability to improve the international student experience and its outcomes.

Brampton Council passed a motion requesting that for every student visa issued, a direct linkage to appropriate accommodation be required, as coordinated by post-secondary institutions, referencing a home/ housing address near their community of study consistent with local municipal housing by-laws.

Council also called on the government to implement a more restrictive visa policy, including a cap on student permits issued annually and prioritization of student permits for post-secondary institutions implementing student housing plans.

Furthermore, federal funding for supportive infrastructure is required to support international students residing within municipalities like Brampton.

Brampton has more than
20,000
 registered second units
 as of December 2023.
 This is a 28 % increase from 2022.



81%

of the **SECOND UNIT** supply in the Region is found in

BRAMPTON



REQUEST FOR COLLABORATION

Planning for a new task force with the Province of Ontario, City of Brampton, educational institutions and Immigration, Refugees and Citizenship Canada (IRCC) to develop solutions, including financial supports, for safe, adequate and affordable housing for international students and postgraduate work permit holders.

ACCELERATED GROWTH

Brampton is a welcoming City. With a young and well-educated population, a fast-growing transit system, a vibrant economy, and easy access to the airport and highway networks, it is a great place to settle down and raise a family.

However, the accelerated provincial growth targets and higher immigration targets mean the City will require support from higher levels of government, both federal and provincial, to deliver on its housing initiatives and ensure essential services are in place for residents. With this accelerated growth, we have seen an increase in the use of food banks - nearly doubling since the start of the pandemic. An estimated 70,000 residents across Peel Region now use a food bank, including over 20,000 children. The City passed a motion in 2023 advocating for all orders of government to address income and affordability challenges that are driving the demand for food banks.

With the recent surge of asylum claimants, the Region of Peel is facing an unprecedented number of asylum claimants accessing the shelter system. As a result, the Region's shelter system is operating at over capacity which has led to asylum claimants being denied access to shelters. To address this issue, all levels of government will need to work together to ensure that our most vulnerable have the capacity to thrive.

Approximately one in five Brampton residents are living in unsuitable housing, with the national figure being approximately one in ten, as of 2021.

Additional funding is required for the following:

1. Hard infrastructure projects for both the City and Region of Peel, including transportation, water and wastewater infrastructure, specifically to help facilitate development in strategic growth areas. To accommodate this new accelerated growth and deliver the essential hard infrastructure needed to maintain already stretched existing service levels in Brampton, adequate and coordinated funding will be required. We appreciate the federal government's investment of \$6B through the Canada Housing Infrastructure Fund to accelerate housing construction and upgrading the necessary infrastructure.

2. Transit investment to increase public transit options, with a focus on investments in Higher Order Transit, including the Hurontario-Main Street Light Rail Transit (LRT) and the Queen Street-Highway 7 Bus Rapid Transit (BRT). The City of Brampton is committed to unlocking housing supply and transit options through the forthcoming public transit fund.
3. Soft infrastructure investments, including community and emergency services, libraries, parks, and open space.
4. Investment in economic growth and development of Brampton's industries to attract new employers and jobs to support employment of an estimated 400,000 new residents coming to the City by 2031. Between 2021 and 2051, Brampton's population is forecasted to increase by an additional 317,000 residents, making the City their home. Brampton has the highest population to employment ratios in the country, which highlights the gap between population growth and job opportunities.
5. Investments in infrastructure that keep pace with growth associated with immigration.
6. The interim housing pressures resulting from increased volumes of asylum claimants.

7. Housing supportive infrastructure required to support international students residing within municipalities.
8. Addressing income and affordability challenges that are driving the demand for food banks.
9. Unlocking the potential of Riverwalk. The City thanks the federal government for its commitment of up to \$38.8M toward Riverwalk flood mitigation project. Funding towards Riverwalk will allow Brampton to unlock its full potential and support the much-needed housing developed to 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 square feet of new residential and non-residential gross floor area (GFA) – downtown Brampton and immediate surrounding area
- Thousands of new residential units



BRAMPTON IS A WELCOMING CITY LIVING THE MOSAIC

YOUNG, MULTICULTURAL WORKFORCE

250 different cultures,
speaking 171 languages

171

250

52.9%

PERCENTAGE OF RESIDENTS
BORN OUTSIDE OF CANADA



TOP 5 PLACES OF BIRTH FOR RECENT IMMIGRANTS

(2016-2021) Source: 2021 Statistics Canada

- 1 - India
- 2 - Jamaica
- 3 - Pakistan
- 4 - The Philippines
- 5 - Guyana

MORE SENIORS ARE CALLING BRAMPTON HOME

43%
ONTARIO



57%
BRAMPTON



Growth Projection

79,807 in 2020
to 125,544 by 2030

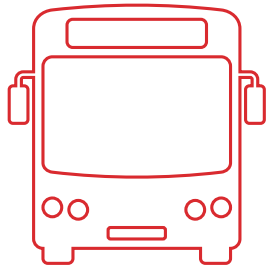


TRANSIT

**Regional Connectivity
Hurontario LRT Extension
Queen Street - Hwy 7 BRT
Transit Electrification**

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.



473
BUSES



1.3M
REVENUE SERVICE HOURS
(2022)



4 TRANSIT
TERMINALS



2 TRANSIT
GARAGE
FACILITIES
3RD FACILITY IN THE DESIGN PHASE

2,361
BUS STOPS



1,015
BUS SHELTERS
& ZÜM STATION STOPS

45M+
RIDERSHIP
FOR 2024



Brampton Transit is the fastest-growing 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 that 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 April 2024, Brampton's year to date ridership is approximately 40% higher than pre-COVID-19 levels.



RIDERSHIP GROWTH & RECOVERY

160% ↑ Overall Ridership
2009-2019

38% ↑ Pre-COVID Ridership
2016-2019

40%+ ↑ Ridership Rebound
as of April 2024 from the
pre-COVID levels

While the City 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.

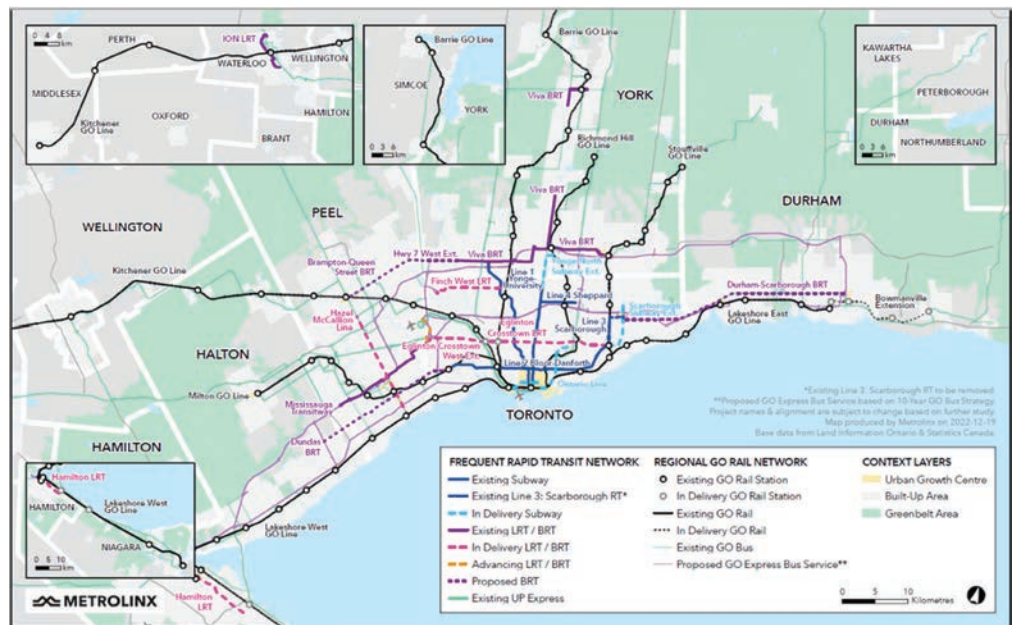
Past Funding Comparisons

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



EXTENSION OF THE HAZEL MCCALLION LINE

The Hurontario-Main Street Light Rail Transit (LRT), known as the Hazel McCallion Line, will be an integral part of the overall Greater Toronto and Hamilton Area (GTHA) transportation network. The Hazel McCallion Line connects 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 line also connects to the Hurontario-Steeles Gateway Mobility Hub, a vital connection within the city and a gateway to the Downtown Brampton Anchor Mobility Hub and Urban Growth Centre.

The LRT extension (tunnel option) is expected to generate over 17,000 jobs/year!

The LRT Phase 2 Extension and completion of the Hazel McCallion Line from Steeles Avenue to Brampton Innovation District 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 (Brampton Innovation District GO Station), existing Brampton Transit and Züm service, and future higher-order transit service on Queen Street. It will improve the functionality, resiliency, efficiency, and convenience of the higher-order transit network in Brampton and beyond. This is how the Hazel McCallion Line was originally envisioned in 2014.



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

FUNDING REQUEST

Hazel McCallion Light Rail Transit (LRT) Phase 2 Extension Investment Needed: \$2.8B

\$1.4B - Federal funding required

\$1.4B - Provincial funding required



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

*Downtown Brampton
LRT Station*

HAZEL MCCALLION LINE LRT PREFERRED TUNNEL ALIGNMENT

The tunnel alignment has distinct benefits for a vibrant downtown:

- **Time savings.** The tunnel alignment will travel from Steeles 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 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 of the supporting infrastructure is underground.
- Peak **ridership will increase** by a further 5% over the surface alignment.



*LRT Outside
Downtown
Core*

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 Hazel McCallion LRT.
- Will require Main Street to be closed to traffic through the downtown when maintenance needs to be performed on both the Hazel McCallion LRT and other City infrastructure (e.g. street lighting).
- Has various operations and maintenance risks, particularly through downtown Brampton when the Hazel McCallion LRT 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 particular segments of the population Brampton is hoping to attract to the downtown core, will support various projects throughout the city.

- 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.
- 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 the Environment, Conservation and Parks (MECP), and forwarding Project Documents to Metrolinx.

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

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.

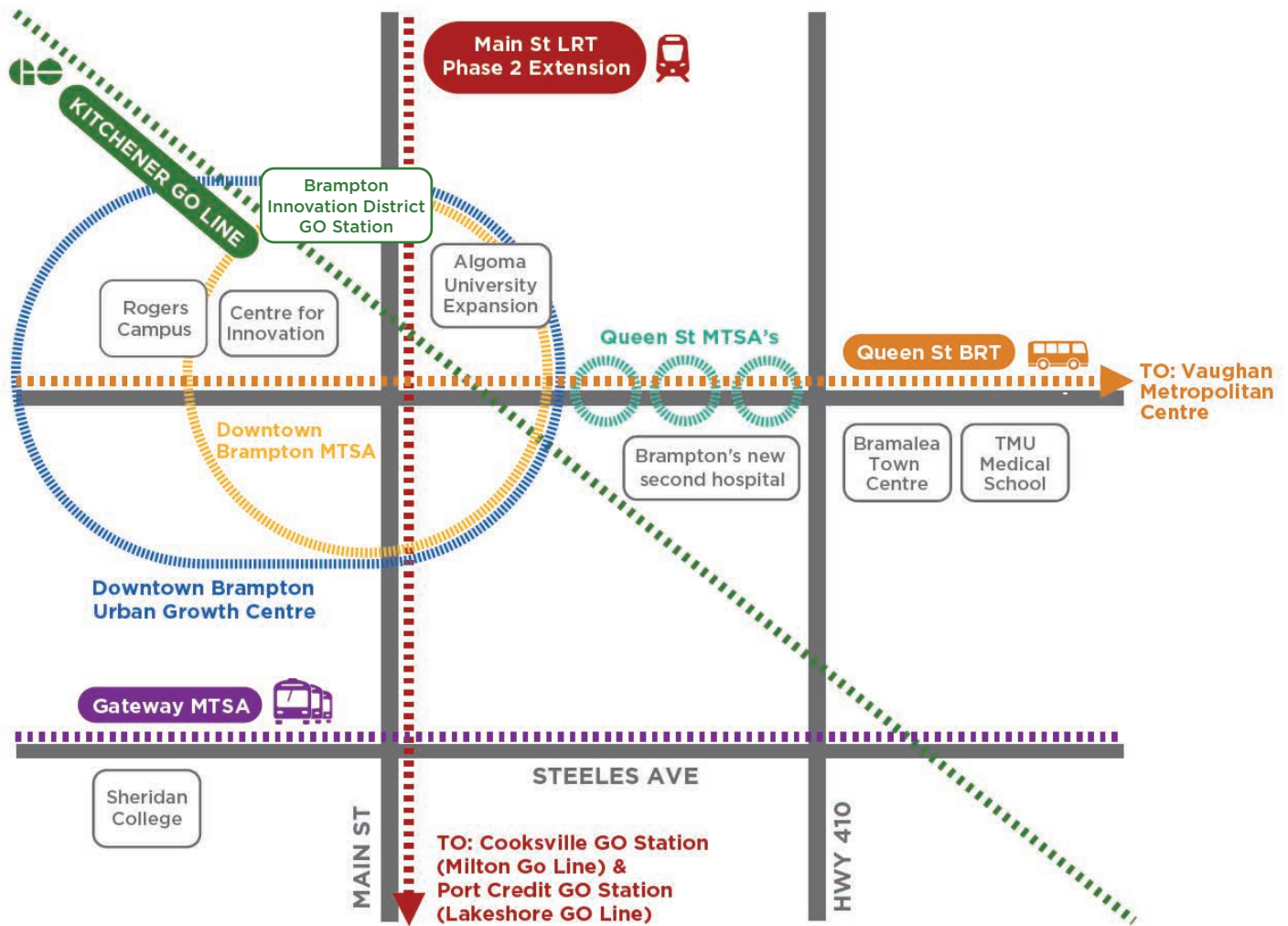




Illustration is artist's concept. E. & O. E.

Mixed-Use Downtown Transit Hub

- The City is in the process of implementing a new Transit Hub near the Brampton Innovation District GO Station 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.

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



CFI Concept

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 (minimum 200,000 sq ft) that would also include retail, residential and additional offices spaces. This would result in thousands of tech jobs in downtown Brampton.

- **Algoma University**

Brampton Campus to respond to the growing needs of the City of Brampton, 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 approximately 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, start-ups, funding allocators, and/or developers.

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



Queen Street BRT

QUEEN STREET – HIGHWAY 7 BUS RAPID TRANSIT (BRT)

Queen Street is the busiest transit corridor in Brampton, serving over 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 northsouth 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.

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.

Why BRT on Queen?

- Highest growth corridor in Brampton.
- More than **36,000 transit customers per day.**
- Nearly **50% population growth anticipated in the next 25 years.**
- **174% ridership growth in the last 10 years.**

FUNDING REQUEST

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

\$250M – Provincial

\$250M – Federal

**Total costs anticipated for this project 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 nearly 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 attracts significant growth through revitalization and intensification that will continue transforming the area into a transit and pedestrian oriented district.

The Queen St. BRT will help foster intensification along this Major Transit Station Area (MTSA) and will connect a number of 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 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.

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 2023 (as of August))
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 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

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**

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).

* 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 a number of additional projects and initiatives underway 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, Rogers Campus, 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 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 Current View



Potential Future Downtown Density



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 building 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.

Third Transit Facility construction is expected to generate over 3,400 job years, and ongoing operations would provide up to 1,000 well paying jobs.

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

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

The electrification of transit is a critical milestone in the City's journey to reduce greenhouse gas emissions (GHGs) generated in Brampton 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 on line to meet the ridership needs
- Capacity
- Servicing requirements

FUNDING REQUEST

The City of Brampton is committed to transit electrification and in order 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

LEADING IN TRANSIT ELECTRIFICATION

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

The City thanks the Government of Canada for its \$11.2M investment towards phase one of Brampton's e-Bus trial and looks forward to future partnerships to further electrify transit in the City of Brampton.

Below are some of the steps the City 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 consolidated Expression of Interest for the following electrification projects through ZETF (50% federal funding contribution):
 - o Purchase of approximately 100 ZEBs (40ft and 60ft) - \$90M (\$180M total costs)
 - o On-Street Charging Infrastructure - \$31.5M (\$63M total costs)
 - o Electrification Retrofit - Sandalwood Facility - \$30M (\$60M total costs)
 - o Electrification Retrofit - Clark Facility - \$30M (\$60M 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 new technologies such as diesel to electric bus conversions

and hydrogen fuel cell electric buses to expedite the transition to zero tailpipe emissions.



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

Federal funding programs like the Zero Emission Transit Fund will provide up to 50% funding towards eligible costs associated with municipal electrification projects. While this is a big step in the right direction, municipalities are not in a position to fund the remaining 50% of these large transit infrastructure projects and require further support from higher levels of government.

Brampton Transit is a committed partner for both federal and provincial governments as we work together to build a sustainable and emissions-free transit system in our City.

Our ambitious plans for a zero emission transit system directly support the federal priority of realizing Canada's emissions targets. We look forward to working with the federal government to support the Brampton community with these important transit initiatives to help meet the future demand for transit, enhancing regional connections and supporting the growth of a diverse, dynamic and fast growing city.



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)

FUNDING REQUEST

The City requests that the federal government extend the program end dates for the ZETF funding and the CIB financing programs, as well as roll out details for the Permanent Transit Fund as soon as possible.

CANADA COMMUNITY BUILDING FUND

The City of Brampton uses the Canada Community Building Fund (CCBF) to support key infrastructure projects relating to transit. We appreciate the federal government's partnership with municipalities like Brampton to maintain and grow transit and other critical infrastructure.

FUNDING REQUEST

The City asks the federal government to maintain funding allocations under the Community Building Fund and consider permanently doubling the funding.

PERMANENT PUBLIC TRANSIT FUND

The City of Brampton has participated in recent consultations regarding program design for the future Permanent Transit Fund and provided comprehensive input to Infrastructure Canada and other stakeholders. Through these consultations it has become clear there is an immediate need for permanent transit funding, prior to 2026-27.

Municipalities have also expressed a need to utilize this funding to address their unique priority transit projects. It is essential that Brampton receive a fair share of the Permanent Public Transit Fund, as the fastest growing of Canada's big cities with a rapidly expanding transit system.

FUNDING REQUEST

The City asks the federal government to consider starting the \$3B/year Permanent Public Transit Fund sooner than 2026-27 to give municipalities the flexibility to use this funding to implement priority transit projects.

ZERO EMISSION TRANSIT FUND (ZETF)

As mentioned, Brampton welcomes the continued commitment to sustainable transportation in the Federal Budget 2024. We recognize the timeline to achieve public transit decarbonization goals (5,000 zero emissions buses (ZEBs) by 2025-2026) is aggressive.

To meet this timeline the City has identified several recommendations:

The City encourages the Government of Canada to extend the deadline to March 2026 (at minimum) for the Zero Emissions Transit Fund (ZETF), \$2.75 Billion (which is recommitted in Budget 2024) to allow more agencies to leverage funding for critical infrastructure procurements already in process. Without this extension, dozens of transit agencies will be stuck with procurements that they will not be able to afford.

Brampton encourages the Government of Canada to pre-approve (for Permanent Transit Funding) all ZETF projects in the "pipeline" for ZETF capital funding prior to an election in the upcoming year to provide financial certainty on planned decarbonization efforts among transit agencies nationally, which will be amplified by any delay to the launch of the Permanent Public Transit Fund (PPTF). Further to this, Brampton continues to recommend an extension and expansion of the ZETF to cover the transition period through to 2026, and to ensure a seamless transition into the PPTF.

Brampton encourages the Government of Canada to support manufacturing financial timelines as part of its commitment to zero emissions and permanent public transit funding by encouraging transit agencies to adopt installment payment mechanisms that allow bus and charging system manufacturers to avoid financial collapse due to (current) extended payment terms common in Canadian municipal jurisdictions.

MDA's newest headquarters and Space Robotics Centre of Excellence, built by Kaneff Group



**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. 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 aggrotech.

We thank the federal government for enhancing the Brampton Innovation District by recently designating the Altitude Accelerator as the second ecosystem partner for Canada Start-up Visa Program, as well as for its FedDev investment for Altitude Accelerator for Brampton Angels (a not-for-profit organization of accredited investors) to help companies become market leaders in their industry.



- | | |
|---|--|
| 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 |
| 6 Rogers Cybersecure Catalyst Cyber Range and Accelerator
- Led by The Rogers Cybersecure Catalyst and Ryerson's DMZ | 14 Brampton Board of Trade |
| 7 Sheridan Edge | 15 Future Centre for Innovation - COMING SOON! |
| 8 Rogers Cybersecure Catalyst Accelerated Cybersecurity
Training Centre | 16 BHIVE |

Small businesses are the lifeblood of Brampton, and we continue to attract new investments. In 2023, more than 100,000 businesses chose to call Brampton home. Our Innovation District provides a supportive and innovative environment for vibrant entrepreneurial activity, and we work hard to support and promote our small businesses and entrepreneurs.

Black, Indigenous, and People of Colour (BIPOC) often face barriers to financing, market opportunities and networks which are key to successfully launching a business or being able to grow and flourish. Brampton looks to work closely with our partners and all levels of government to ensure BIPOC-owned businesses succeed and can contribute to the rich fabric of our city.

Brampton's economy is booming. More than \$2.3 billion in construction was approved in 2023 and we celebrated many new major investment announcements by major companies. In 2024 Brampton is on its way to securing more high impact investments including:

- Taro Pharmaceuticals Inc. is investing over \$30 million in further expanding its operations in Brampton and over \$20 million in production lines and innovative technology, which will increase their workforce by 30%.
- MDA Space is ready to move into its new global headquarters.

There are more than 100,000 businesses in Brampton, including amazing and inspiring small businesses. We will continue encouraging their growth, and attracting new investors by cutting red tape, keeping taxes low, investing in our infrastructure, and providing support from the City of Brampton.



Federal Support for Brampton's Innovation

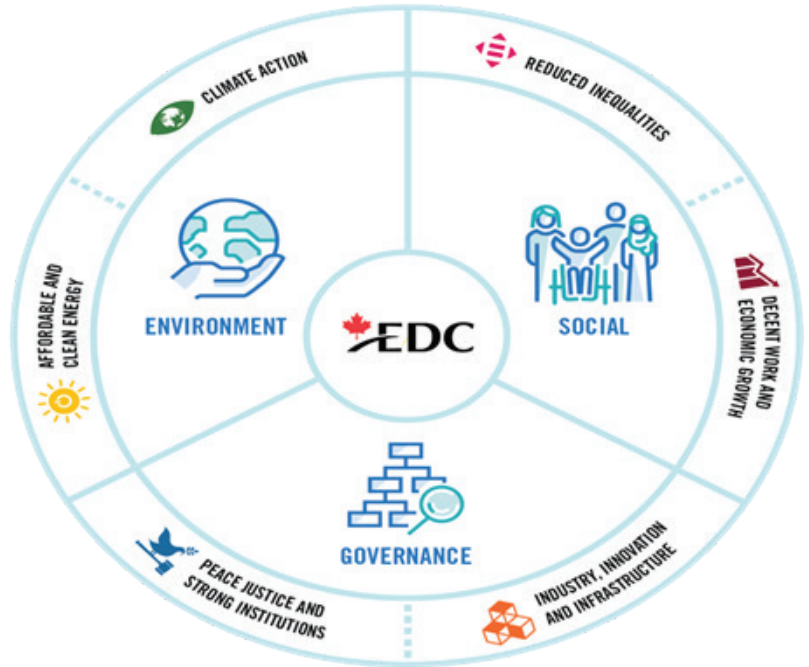
The City welcomes an opportunity to host the Trade Commissioners on their next visit to Canada.

Brampton is looking for opportunities to build awareness of the City as a prime investment location with Invest in Canada. As Canada's fastest growing big city, we will share our investment narrative and hope partner on marketing initiatives.

We look forward to FedDev's continued support for our Innovation District Partners and their projects. We hope to increase the Agency's engagement and financial support.

ENVIRONMENTAL, SOCIAL AND GOVERNANCE GOALS

The pandemic showcased Brampton's economic importance in areas of goods movement, logistics and supply chains to Ontarians. Additionally, Brampton's planned multi-million-dollar investments in the Innovation District, transportation infrastructure, and office spaces continue to be critical investments to the regional recovery of Peel Region and the Airport Employment Zone.



ENVIRONMENTAL

- Declared a climate emergency in 2019.
- Created the Centre for Community Energy Transformation.
- Electric Bus Pilot Program.
- Electric Vehicle Charging Stations Initiative.
- Grow Green Environmental Master Plan.
- Updated Green Development Strategy.
 - Circular Economy (Peel Region Group).

SOCIAL

- Brampton is one of Canada’s youngest cities and fastest growing, with 250 cultures speaking over 170 languages.
- City’s Equity Office and Employee Network Groups include Black Employee Network and Women’s Employee Network.

GOVERNANCE

- Standard & Poor’s AAA credit rating for 8 years in a row.
- Canadian Award for Financial Reporting from Government Finance Officers Association for over 22 years.

POLITICAL STABILITY

Canada: #3 most stable economy in the world, #2 among G7 countries for political stability and #2 for low corruption. Ranks #1 in the G7 for banking stability.

BRAMPTON BUSINESS SPOTLIGHTS

ESG - Lactalis Canada

At Lactalis Canada, our ESG (Environmental, Social and Governance) roadmap is focused on building a sustainable future by being a responsible business that enables our key stakeholders – our people, consumers, customers, suppliers, dairy farmers, government, and industry partners – to have a positive impact on the wellbeing of our communities and the planet through all that we do.

Canada's Greenest Employers 2023: Canon Canada Inc., Loblaws Companies Ltd., Medtronic Canada Inc.

Canon Canada Inc. (canadastop100.com)

Canon Americas Environmental Charter (enshrined around the “Kyosei” corporate philosophy of “all people, regardless of race religion or culture, harmoniously living and working together into the future”), manufactures over 200 Energy Star-certified products.

Medtronic Canada ULC (canadastop100.com)

Medtronic Canada is a founding member of the Canadian Coalition for Green Health Care that promotes environmentally responsible practices in the delivery of health care services -- and the company recaptures its own medical devices to ensure proper recycling.

Prologis

First company in the Americas to utilize prefabricated panels and mass timber to reduce embodied carbon emissions in its construction of 250K square foot facility at its Highway 50 and Castlemore Road industrial park.

ESG Reporting Disclosures

“We are driven by our purpose and goal of creating long-term value for our business and communities. Our approach to addressing ESG issues is focused on two priorities where we can make the biggest impact: fighting climate change and advancing social equity”.

PARTNERS

The City of Brampton partners with the Brampton Board of Trade on many discussions and events relevant to global businesses. We partner on ESG related topics to facilitate awareness and acknowledgement of requirements.

ENERGY AND ENVIRONMENT FORUM

The Brampton Board of Trade hosted the 3rd Annual Energy & Environment Forum on April 16th at the Canon Canada head office. This event brought together subject matter experts in green building and retrofitting, fleet electrification, developing a net-zero workforce, and accessing funding to meet ESG goals.

The City also collaborates with Partners in Project Green. Partners in Project Green (PPG) is a not-for-profit community of leaders advancing environmental action and economic prosperity across the GTA.

Comprised of businesses, government, institutions and utilities, PPG works to collectively advance social and environmental sustainability through knowledge sharing, technology and infrastructure implementation, and network building. Moreover, the City participated at The Green Freight Forum organized by PPG. The Forum provides transport industry leaders with an overview of available technologies that can help meet emissions reduction objectives. Both governments and customers are looking to the transport industry to meet emissions reduction objectives.

Climate change related policies in are already impacting the commercial transport sector. Carbon taxes, the Clean Fuel Regulation and potential vehicle mandates will have a profound impact on Canada's transport sector.





**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/Esker 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 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 Esker Lake Recreational Trail, a 38 km loop.

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.

\$1 million 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 be promoted and marketed by the City and regional partners as a safe, user-friendly route for riders of all ages and abilities.

FIX-IT PROGRAM

The Active Transportation Master Plan’s Fix-it Program is an implementation tactic focused on enhancing the existing network by completing critical gaps with proper pedestrian and/ or cycling crossings. In 2023, the City



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



of Brampton implemented a total of two pedestrian crossovers, 20 curb depressions, two repair stands, four bike and pedestrian counters and 6 traffic signals. For 2024, the plan is to implement an additional 32 crossings along with new traffic signals, repair stands and more than 50 curb depressions.

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.

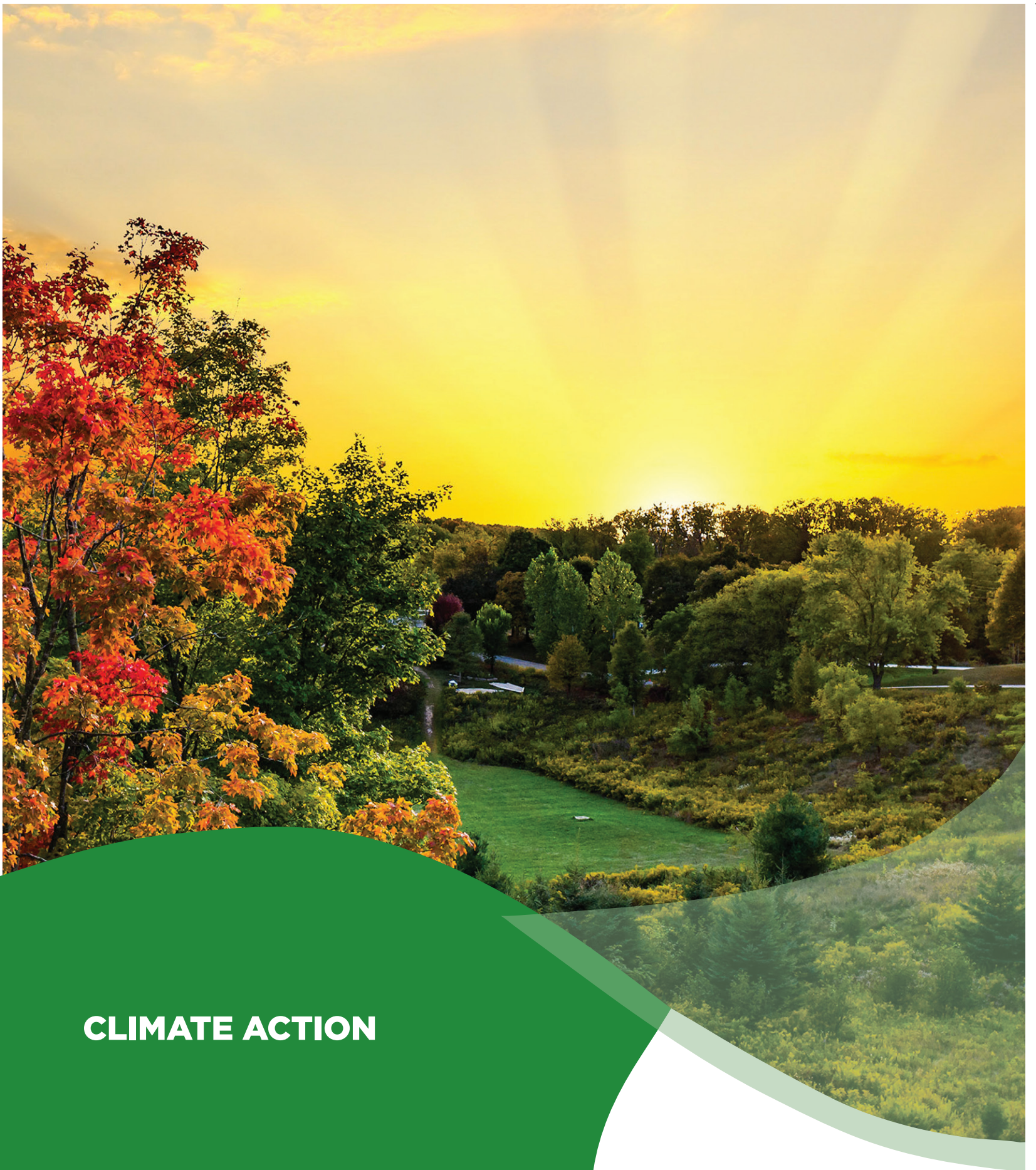
Active transportation and micromobility present one of the greatest untapped opportunities for reducing single occupant vehicle trips, and for addressing a host of community design and public health issues. The E-scooter program is one way the City of Brampton is working to capitalize on the construction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

FUNDING AND COLLABORATION REQUEST

The City requests that the federal government expedite the start of the Permanent Transit Fund to enable sustainable and long-term investments in support of transit-oriented development for the expected housing growth in the forthcoming years.

Stable and predictable funding through the Permanent Transit Fund will ensure additional resources to accelerate the deployment of active transportation infrastructure that is crucial to enhance the overall accessibility and efficiency of public transportation in the City and across the region.

By advocating for longer-term sustainable funding for active transportation infrastructure and programs, particularly those supporting first and last mile solutions, the City of Brampton is addressing key components of a comprehensive public transit strategy that ultimately maximize key housing, social, environmental, and economic outcomes that will set up our communities for success in the decades to come.



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 GHG reduction. The City is grateful for funding received from the Growing Canada's Forests (GCF) program for Brampton's 1 Million Trees Program.

We count on the federal government to help revitalize natural spaces and the urban tree canopy. Brampton looks to the Government of Canada to play a strong supportive role in advancing our environmental sustainability and climate action priorities.

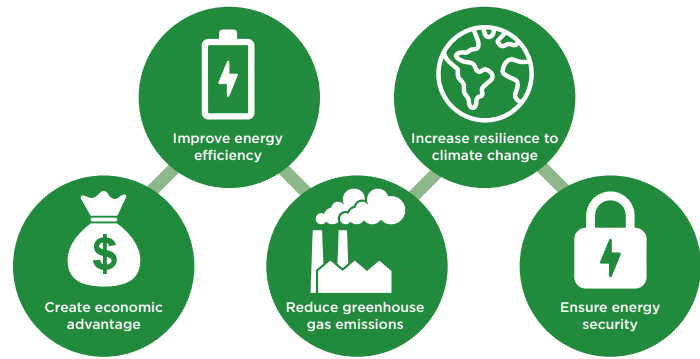
Guided by the Brampton Grow Green Environmental Master Plan, the Community Energy and Emissions Reduction Plan, and Energy and Emissions Management Plan 2019-2024: A Zero Carbon Transition, the City is acting on climate change.

- 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 has established a Centre for Community 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.

Community Energy and Emissions Reduction Plan Goals



CEERP includes strategic directions focused on green communities, efficiencies in home and building, transportation, manufacturing, and 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. Partial funding has been secured from FCM for Program Design. To achieve success, 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.

FUNDING REQUEST

The City requests the federal government provide funding for residential energy retrofit programs, such as the proposed Peel Residential Energy Program.

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 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 funding is required to scale up and maximize impact.

FUNDING REQUEST

The City requests the federal 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 CCAP 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 federal funding for the implementation of Brampton's Climate Change Adaptation Plan (CCAP).

Net-Zero Carbon Community Centre Retrofits

In 2019, the City of Brampton published its *Energy and Emissions Management Plan 2019 - 2024: A Zero Carbon Transition*.

The plan aims to achieve a zero-carbon transition for the City's new and existing corporate facilities 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. Two additional zero carbon studies were completed in 2021 for Century Gardens Recreation Centre and Earnscliffe 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% 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, the Susan Fennell Sportsplex provides an opportunity to transform the recreation centre into

Thank you for \$15.7M in funding for Deep Energy retrofits to the Susan Fennell Sportsplex and \$10M investment for Community Buildings Retrofit.

a zero-carbon facility to support meeting the City's corporate emission targets.

In 2021 Johnson Controls Canada LP was selected as the Design-Builder to execute the retrofit at Susan Fennell Sportsplex, which is anticipated to be completed in the fall of 2025. 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, into exemplary zero-carbon facilities.

The city appreciates the grant received for \$112,240 to conduct audits to determine the necessary actions needed to help our facilities move towards a Net Zero GHG emitting facility. Currently, the Susan Fennell Sportsplex is undergoing a Net Zero retrofit, and a ASHRAE L3 audit was conducted to determine the retrofit projects needed, cost, amount of energy savings and GHG emissions reduction.

The City is exploring further opportunities with FCM through the Green Municipal Fund. Furthermore, the City has also submitted application through 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.

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, and demonstrate leadership in environmental sustainability.

The City has also installed over 65 public charging stations for electric vehicles across community centres, and other City facilities.

The City is investing \$840,000 into PHEV (plug-in hybrid electric vehicle) units in 2023 and \$2.4M into EV (electric vehicle) units in 2024.

The City invested \$3.75M in 2022 and has allocated \$3.75M in 2024 to install EV charging stations having 176 charging connectors for fleet vehicles at three unique sites in Brampton.

The City appreciates the federal support through \$1.72M in funding for Electric Vehicle (EV) infrastructure.





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 firefighting apparatus, joining other world-class cities such as Berlin, Amsterdam, Dubai, Los Angeles, and Vancouver.

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**

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 onsite protects both the environment and health and safety of firefighters on scene by reducing the intake of carcinogens.

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

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

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.

Thank you for \$1.2M in funding through the Growing Canada's Forests program.

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 on-site.
- **Eco Park Education Centre:** Development of a flagship trailhead Eco Space for 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.



2020 → 2040

A conceptual image of the evolution of Brampton Eco Park

FUNDING REQUEST

The City requests the federal 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.

Stormwater Infrastructure Improvement

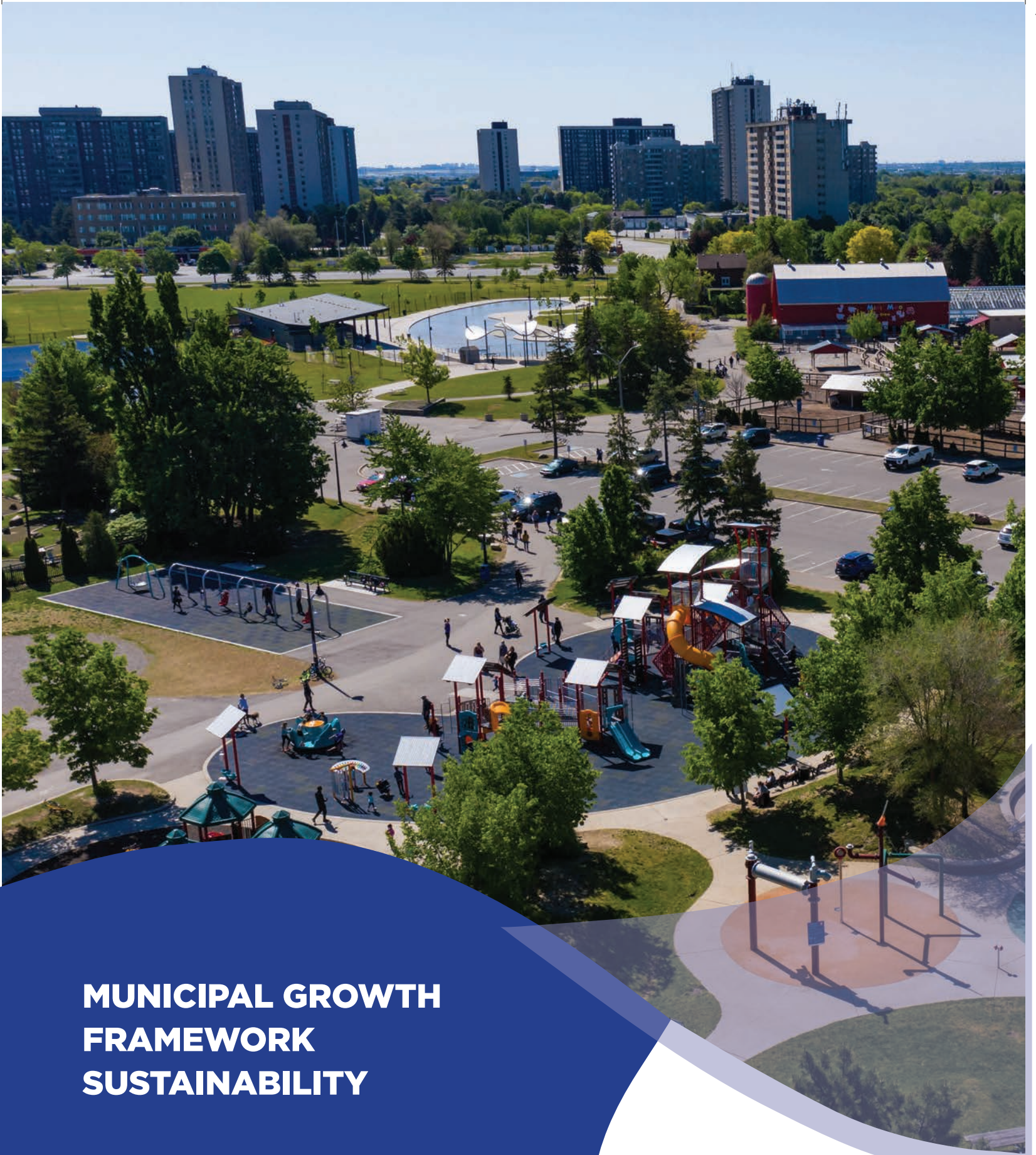
The City invests in maintaining and upgrading stormwater infrastructure across Brampton on an ongoing basis. In addition to regular operations and cleaning out of Brampton's stormwater infrastructure, the City is also investing in retrofits and upgrades to existing infrastructure. For example, the City 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. Funding and support can help the City accelerate and increase the scope of the Stormwater Retrofit Program to include additional opportunities.

FUNDING REQUEST

The City requests the federal government provide financial support for programs focused on gray and green infrastructure improvements, such as Brampton's Stormwater Retrofit Program.



**MUNICIPAL GROWTH
FRAMEWORK
SUSTAINABILITY**

With Canada's growing population, national challenges—including housing and homelessness, mental health, protecting communities from the impacts of climate change, community safety and renewing core infrastructure – are more pressing than ever. The City of Brampton continues to work through these challenges through innovation and adaptation, but like most municipalities, we are constrained by an outdated revenue framework that does not fit the scope of current realities and pressures faced by the City.

Over the years, the services that municipalities are responsible for have expanded. This is due in part to an ongoing transfer of responsibilities from the provincial and federal orders of government, which land squarely on the shoulders of municipalities.

Today, municipalities are playing an increasing role in funding services with private good characteristics (water, wastewater, garbage collection, recreation) and redistributive services like social housing. The absence of robust own-source revenue alternatives has made municipalities like Brampton increasingly reliant on a property tax that was not originally intended for those purposes.

Currently, the City of Brampton like other municipalities (excluding the City of Toronto) is only able to collect property tax revenues and charge fees for service (user fees). These tools are limiting as they are not linked to economic growth, while several significant cost drivers are. Property tax increases grow with inflation and to expand services in line with economic growth and other factors, this would require an unsustainable 5%-6% year-over-year increase in the property tax rate. Consequently, the current set of revenue tools available to municipalities is not sufficient to fund the necessary services municipalities must provide.

Municipalities like Brampton are looking for a new framework and predictable funding that effectively address issues, which include housing supply, infrastructure deficits, public safety, and climate change and sustain and improve long-term planning.

Brampton's projected growth would mean revision to long-term accommodation of new population and housing, including employment options, hard and soft infrastructure, including schools, hospitals, daycares, transit, streets, water, and wastewater. This could represent a further, significant escalation for Brampton's already historically underfunded health care services and infrastructure, social supports, and services.

That is why on September 6, 2023, the Brampton City Council passed a motion endorsing a modernized municipal growth framework that supports FCM's efforts in their advocacy efforts to address the financial challenges associate with growth. A new fiscal framework for municipalities is not a single tool nor is it a single commitment from one order of government. It is an acknowledgement that the delivery of public services and the distribution of public funds needs to evolve to meet today's challenges, and a commitment to partnership between orders of government.

FUNDING AND COLLABORATION REQUEST

That the federal government support the call for a new Municipal Growth Framework and work with the provincial government to reassess municipal responsibilities and committing, in partnership with municipalities, to upload certain responsibilities or services, or agree to a new funding model to adequately resource municipalities to deliver provincially mandated services.



COMMUNITY SAFETY

The City of Brampton is committed to safer and healthier community through the establishment and growth of the Community Safety and Well-Being Office. It is committed to working within our jurisdiction with all levels of government and service providers across various sectors to address community safety and well-being needs.

The CSWO has developed the first ever Community Safety Action Plan and identified three areas of focus specific to the needs of Brampton residents and neighbourhoods. Through implementation of the Action Plan, the CSWO works towards an empowered and connected Brampton where everyone feels safe, has a sense of belonging, and has their needs met. We are in our second year of implementation with a focus on developing neighbourhoods.

Like many communities across Ontario, the City of Brampton is seeking accelerated solutions to address chronic homelessness, mental health, safety, and addiction issues faced by equity deserving populations, including international students, and survivors of family and intimate partner violence.

To holistically respond to and support the community, Brampton continues to participate in the Peel Community Safety and Well-Being Plan and associated working groups. This involves working towards improving the social determinants of health, reducing the probability of harm and victimization, and providing community-based supports and resources.

AUTO THEFT

The City of Brampton welcomes the Federal Government's announcement of the implementation of the National Action Plan on Combatting Auto Theft. Auto theft continues to have a negative impact on the city and the Action Plan is a significant step in combatting this.

On February 1, 2023, Brampton Council passed a motion to help prevent auto theft in Brampton following residents' significant concern for their safety and well-being due to the rise of auto theft in the community.

Data from Peel Regional Police (PRP) reports there were 8,297 auto thefts in Brampton and Mississauga, in 2023, a 145% increase since 2020, when 3,376 thefts were reported. Police departments across the country also show an increase in auto theft across Canada, with a car being stolen every 48 minutes.

Similarly, on January 25, 2024, Peel Regional Council passed a motion advocating for the federal government to:

- allocate additional resources to the Canadian Border Services Agency (CBSA) to ensure shipping containers

are screened for criminal activity at all major ports in Canada; and

- amend the Criminal Code to impose tougher sentences to deter auto theft and establish real penalties for this offence.

Auto theft is one of the factors driving auto insurance rates in the province, notably in Brampton, Toronto, and Mississauga. In Brampton the cost is much higher, with an average premium of \$2,707 in 2023. This rate tops the list of auto insurance rates in Ontario cities. Dense urban areas like the City of Brampton see more thefts, fraud, and accidents, pushing up rates. In April 2024, a police operation at the Port of Montreal led to the recovery of 598 stolen vehicles, dating back to December. Many of these vehicles were stolen from southern Ontario and were slated for sale overseas.

The City of Brampton has been advocating for an increase in the number of Canada Border Services Agency (CBSA) officers inspecting containers leaving Canada to prevent stolen vehicles from leaving the country.

The City's advocacy efforts have been highlighted through Budget 2024 with the government's intent to amend the Criminal Code to provide additional tools for law enforcement and prosecutors to address auto theft.

FUNDING REQUEST

To combat auto theft, communities like Brampton, cannot wait three years for the federal government to install scanners at ports. The City requests the federal government act quickly to improve security and scanning technology at ports to combat the growing crime and violence.

** The federal government's announcement on May 20 to deploy a scanner at the CN intermodal hub in Brampton marks a significant step forward to combat auto theft.*

COMMUNITY SAFETY AND CRIME

Break and enter crimes are on the rise across the Region of Peel, and the City of Brampton has been impacted by this issue too. Data from PRP demonstrates that in 2023 there were 2,842 break and enters in Brampton and Mississauga, which is 601 more than reported in 2022, and 827 more than 2021. The 2023 statistics mark a 141% increase from 2021.

In January 2023 PRP reported 230 incidents of break and enters in Brampton and Mississauga, compared to 311 in January 2024, an increase of 135%. Of the 2023 break and enters, approximately 56% of the case are still ongoing, and 33% are marked as unsolved, which means that only a little more than 10% of break and enters in 2023 were solved.

Furthermore, the sharing of videos of such crimes on social media adds to a heightened sense of fear and distress among the community. Residents and business owners often express the need for more support when they are a victim of a break and enter, which is a similar sentiment expressed for auto thefts.

According to Peel's Poverty Reduction Strategy 2018-2028, 12.8% of the population in Peel is living in poverty. This strategy recognizes that the rise of precarious and unstable employment, a rapidly increasing population, and the high cost of housing and food contribute to complex societal problems. Addressing root causes of criminal behaviour through increased social supports leads to more stable communities.

FUNDING REQUEST

Continued advocacy funding to address the root causes of crime: More funding for federal programs that offer initiatives and incentives that address the socioeconomic variables which affect property crime, including poverty, lack of affordable housing, social and mental health supports.

More funding and supports to help individuals and families with the high costs of living through federal grants and subsidies.

- Federal support and funding to help address income security, which is the top priority area in Peel's Poverty Reduction Strategy. Increased access to safety net programs such as Employment Insurance, Child Tax Benefit, Canada Pension Plan, Savings, Workplace Safety related benefits, and Veterans programs help in the fight against poverty.
- A review of existing federal grants and funding to community organizations in Peel to determine if funding has kept pace with population growth and inflation.

ASYLUM CLAIMANTS

Since May 2023, there has been a surge in the number of refugee claimants in Peel. Peel Region has supported asylum claimants seeking refuge by providing housing, emergency financial assistance and other health and social service supports, but this situation is exceeding Peel's capacity. The following services are being provided to asylum claimants:

- Provision of food, personal needs items, and housing search assistance.
- Access to medical support through Community Health Clinics and Homeless Health Peel
- Referrals to counselling for LGBTQ+ groups
- Referral to settlement services
- Supporting the documentation and refugee claim process including the process of onboarding claimants onto Ontario Works.

Peel Region's response to this crisis is the second largest in Ontario, second only to Toronto. The Region of Peel has a longstanding policy of not turning people away from the shelter system; however, with the combined influx of Peel residents seeking support from the housing affordability crisis and asylum seekers looking for refuge, the Region is facing an unprecedented situation where they cannot assist everyone in need.

With no other alternatives, asylum claimants rely on Peel's emergency shelter system leading to shelters exceeding their capacity to approximately 400 %. To accommodate this surge, Peel added 123 beds to its shelter facilities and secured six additional overflow hotels, raising the total to 11.

The federal government has reimbursed Peel with \$22.4 million through the Interim Housing Assistance Program (IHAP), which is 95% of the \$23.5 million claimed in 2023. While this funding has helped Peel Region to reimburse costs incurred for its asylum claimant response, it only funds emergency shelter and lacks the predictability needed to establish a proactive, planned, and sustainable support system.

We appreciate the federal government's decision to extend the IHAP. We recognize that funding in 2026-27 will be conditional on provincial and municipal investments in permanent transitional housing solutions

for asylum claimants and the Region of Peel is committed to providing diverse housing options to meet the needs of our residents.

Peel Region was also allocated \$2.1 million through the Canada Ontario Housing Benefit (COHB) in 2023, however, it is not proportional to the high number of asylum claimants being served in Peel, relative to other GTHA municipalities (excluding Toronto) and this funding has been fully spent. As such, an ongoing, specific housing subsidy stream as requested in our Asylum Claimant Proposal.

Despite having the second largest response to supporting asylum seekers of any municipality in Ontario, Peel has not received appropriate funding from the provincial and federal governments. If we receive the same level of support provided to Toronto, covering full 2023 shelter costs, and projected first-quarter costs for 2024, Peel should have been allocated \$46M in IHAP funding and \$7.1M in COHB, for \$54M in total support to date.

We appreciate the \$1.3B announced through Budget 2024 to tackle homelessness and encampments. However, we encourage the federal government to work with all levels of government, including Peel Region, lower-tier municipalities such as the City of Brampton and stakeholders to establish an intergovernmental strategy that will outline roles and responsibilities to support and care for our most vulnerable and those who come to Canada for a safe and better life as outlined in our Asylum Claimant Proposal.

PEEL REGION'S EFFORTS IN SUPPORTING ASYLUM CLAIMANTS

Peel is developing a sustainable, person-centred model to better support asylum claimants, featuring a Regional Reception Centre for intake and assessment, coordinated exits to other municipalities, alongside dedicated shelter facilities for targeted support.

The Region and City of Brampton are calling for a strategic, coordinated approach to supporting asylum claimants, from all government levels. Canada must move away from ad hoc support for asylum claimants and adopt a new, coordinated, all-of-government approach.

The current financial strain underscores the necessity for adequate federal and provincial government support to prevent increased homelessness among asylum claimants. We are proposing a solution that has three components:

1. A Regional Reception Centre offering centralized, wrap-around supports with coordinated exits into receiving municipalities, offering up to five days respite for 1,300 asylum claimants per month.
2. Dorm-style temporary shelter facilities for up to 1,280 asylum claimants staying in Peel, for up to 90 days, distinct from the current emergency shelter system.
3. Funding for asylum claimants for up to 365 days to support the successful integration into communities. Depending on the current services already existing in communities to assist asylum claimants, the amount could range from \$36,000 to \$63,000 per individual. These services include housing, health, Ontario Works, legal aid, employment, and settlement supports.

This model can be replicated throughout Canada and provides supports to get asylum claimants settled independently in communities in less than one year.

FUNDING REQUEST

The above approach requires funding from the federal and provincial governments:

The Regional Reception Centre to provide drop-in services and up to five days of respite support:

- \$3.6 million for the one-time startup and capital costs
- \$10.9 million annually for operating expenses

Dormitory Style Asylum Seeker Shelters with up to 90 days of support in Peel:

- \$6.4 million for initial start-up and capital costs
- \$25.8 million for annual operating expenses

Support Per Asylum Claimant (up to 365 days of support):

- \$36,000 (Peel) to \$63,000 (other municipalities) per individual for services
- NOTE: Peel's per asylum claimant amount is lower due to dedicated shelter costs captured in second ask.



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