



CITY OF BRAMPTON 2023 GOVERNMENT OF ONTARIO PRE-BUDGET SUBMISSION



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

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

A BETTER BRAMPTON FOR ALL

Mayor's Message

Brampton is the embodiment of residents 'living the mosaic' with 250 cultures speaking 115 different languages. It is a vibrant municipality growing at three times the provincial average and the fastest-growing among Canada's large cities. We are a young and dynamic city with a talented workforce squarely focused on the future.

We are working hard to position ourselves for success by investing in innovation, critical infrastructure, and wraparound services. To maximize Brampton's full potential, strong partnerships with all levels of government are integral. When Brampton wins, we all win, with a stronger and more resilient economy generating the jobs of tomorrow, today.

In Brampton, the jobs of tomorrow mean securing new investments and introducing new innovations to take advantage of Brampton's unique position within Canada's Innovation Corridor. Leveraging our unmatched talent pool connected by the regional transit systems, we are working to attract investment in our Innovation District with our ecosystem partners, such as the Brampton BHive, the Brampton Venture Zone with Toronto Metropolitan University (TMU), the Altitude Accelerator, Founder Institute, Algoma University, and the Rogers Cybersecure Catalyst. Collectively, the award-winning Innovation District is supporting the growth of hundreds of startups, with the Brampton Bhive already in the process of landing fifty-four international startups. Brampton is fortunate to be MDA's new global headquarters and Space Robotics Centre of Excellence. A \$100M investment will be creating 700 highly skilled jobs and will make Brampton the home of the Canadarm3. We also strongly support the electrification of our automotive sector as it repositions towards a greener and more sustainable future. In short, Brampton is where innovation happens every day!

The City of Brampton is a reliable and committed partner as we act on protecting our environment. We are lowering our carbon footprint while leveraging every opportunity and partnership with higher levels of government to decarbonize our facilities and move to emissions free public transportation with the purchase of four hundred and fifty zero emissions buses and the first electric fire truck in Ontario. Our efforts are reducing greenhouse gas emissions by 53,000 tonnes annually, or the equivalent to removing twelve thousand passenger vehicles from our roads. We are committed to working with all levels of government to move quickly towards achieving our ambitious climate targets.

We continue to advocate for investments in critical infrastructure to support growth and improve regional connectivity. The Riverwalk project will act as a catalyst to unlock Downtown Brampton for much needed development, investments, and to advance seamless regional transit projects. The extension of the tunneled Hurontario Light Rail Transit (LRT) between Main St. and the Downtown GO Station, the Queen Street Bus Rapid Transit (BRT) line, increased frequencies on the Züm bus network and the two-way, all-day GO train service at the Downtown Brampton GO station aim to significantly improve regional connectivity by moving people quickly and efficiently.

Furthermore, Brampton is finally realizing significant investments in healthcare, hospitals, and medical education after decades of chronic underfunding and we are optimistic we can continue the positive momentum to ensure a healthy community for years to come.

In closing, by partnering with Brampton, the provincial government can help us take meaningful and impactful steps towards a full and dynamic recovery by creating jobs, furthering economic growth, and achieving meaningful action on climate. The City of Brampton looks forward to working with the provincial government as we navigate challenges, pursue common goals, and position ourselves for a better future for all Bramptonians and the people of Ontario.



Mayor Patrick Brown



SUMMARY OF ASKS

The City of Brampton welcomes the funding support received from the provincial government, and as we look ahead to the 2023 fiscal year, we are encouraged by the alignment of our priorities. We look forward to your partnership, funding, and support to build Brampton.

OUR ASKS

Housing

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

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

Brampton calls on the Ministry of Municipal Affairs and Housing to work with the City and the Region of Peel 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 home owners, multigenerational families, new immigrants, seniors, students, etc.).

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

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

Transit

The Queen Street – Highway 7 Bus Rapid Transit (BRT) requires approximately \$250M* in provincial funding.

The Light Rail Transit (LRT) extension on Main Street from Steeles to Brampton GO Station requires approximately \$850M in provincial funding for the tunnel alignment.

The electrification of Brampton’s Third Transit Facility requires \$75M in provincial funding.

Brampton needs the province to commit to Transit electrification by establishing funding programs to compliment the federal *Zero Emission Transit Fund*, in order for municipalities to implement critical electrification projects.

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

- Purchase of approx. 100 ZEBs (40ft and 60ft) - \$90M (\$180M total costs)
- On-Street Charging Infrastructure - \$31.5M (\$63M total costs)
- Electrification Retrofit - Sandalwood Facility - \$30M (\$60M total costs)
- Electrification retrofit - Clark Facility - \$30M (\$60M total costs)

Brampton needs the province to expand the Safe Restart Agreement eligibility criteria to allow each jurisdiction to use their allocations to offset their operating impacts during this time- each jurisdiction has different challenges.

The City asks the province to reconsider providing funding (\$2.2M) for a fare integration model that would significantly reduce transportation costs for York U students who reside in Brampton and utilize Brampton Transit services.

The City asks the province to use the 2021-22 allocation, escalated for inflation, as a minimum for the 2022-23 provincial gas tax allocations to municipalities. The City also asks the province to reconsider its previous commitment to doubling the provincial gas tax allocations to municipalities over time.

Riverwalk

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

Health Care

Continued support from the Ontario Government and speedy approvals are needed to bring the new Peel Memorial Hospital to life for the community.

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

Work with Osler to provide additional provincial funding to support transition to an academic hospital affiliated with the Toronto Metropolitan University (TMU) School of Medicine in Brampton.

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

Continued support and funding to build a comprehensive Cancer Care Centre at Brampton Civic Hospital.

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

Economic Development & Innovation

Support Economic Development organizations to better support Black, Indigenous, People of Color- Owned (BIPOC) business through new funding to allow new programs or augment existing programs such as Starter Company.

Fund a pilot project in medical innovation and support Brampton in providing a pathway for start-ups and scale-ups in the Innovation District for the City to become their first customer.

The Research & Innovation Centre network's funding through MEDJCT has only increased by \$15,000 in the past 7 years, representing a significant constraint for staff retention and programming development.

Altitude Accelerator is requesting funding for programming to increase the number of companies that can be accommodated in its incubator and to retain its staff.

Altitude Accelerator is Growing

FedDev has indicated interest in working with Altitude to develop a cleantech hub for the Region including a physical location and world class programming. The development of the proposal and a physical site and programming requires a
This would lead to significant job creation in developing globally competitive low-carbon technologies.

To build on the Brampton Entrepreneur Centre's success and to support the growth of businesses in our City, we are asking for an increase in funding to the Brampton Entrepreneur Centre.

Funding has remained the same since 2013 at \$139,000. A funding increase could be allocated for additional Business Advisors and BEC popups to provide services across Brampton and support the entrepreneurial spirit of our young and diverse population.

In 2023, Catalyst intends to open the National Municipal Cybersecurity Centre, which will serve as a key national hub for readiness coordination, exchange of best practices, and the development of best-in-class training for municipal staff, in both technical and nontechnical roles.

Catalyst would welcome the Government of Ontario's support in bringing this vital new Centre to life.

Municipal Fiscal Sustainability

The City requests the province to use the 2021-22 allocation, escalated for inflation, as a minimum for the 2022-23 provincial gas tax allocations to municipalities. The City also asks the province to reconsider its previous commitment to doubling the provincial gas tax allocations to municipalities over time.

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

The City of Brampton requests the provincial government adjust the heads and beds formula for inflation.

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



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IN BRAMPTON, OPPORTUNITY ADDS UP



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

656,480

Total Population
(2021 Census)



CENTRALLY LOCATED
in the middle of Canada's
Innovation Corridor



ACCESS TO 4.3 MILLION
labour pool across
the GTA



HOMETO CN
The largest Intermodal Railway
terminal in Canada



78,102
(YTD December 2020)

**DIVERSE
BUSINESSES**

9TH

LARGEST
City in Canada

4TH

LARGEST
City in Ontario

11,584

Building Permits
(2021)



10,562

Building Permits
(2022)



**ONE OF CANADA'S
YOUNGEST CITIES**

36.5 (AVG, AGE)

**YOUNG, MULTICULTURAL
WORKFORCE**

250 different cultures,
speaking 115 languages

115

250

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



SEVEN TRANSCONTINENTAL HIGHWAYS

accessing 158 million
North American consumers



AAA

Credit Rating (Standard & Poor's)

**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)

MACLEAN'S

RANKED 13TH

**OUT OF 415 OF CANADA'S
BEST COMMUNITIES**

\$1.73 Billion

Total Construction Value
(2021)

+17%



\$2.03 Billion

Total Construction Value
(2022)



HOUSING

Bill 23, More Homes Built Faster Act, 2022

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

To this end, the City has already begun to implement recommendations from the City's first housing strategy, the Council-approved "Housing Brampton". Brampton further supports the commitment to cut red tape and is currently engaged in streamlining its development review processes, as well as creating a streamlined policy regime through the Official Plan and Comprehensive Zoning By-Law Reviews.

The City is committed to working with the province to overcome challenges and work towards the ambitious goal of delivering more housing. However, we need to ensure that housing targets introduced through Bill 23, More Homes Built Faster Act, 2022 are realistic and that the development industry is willing and able to work with municipalities and the province to deliver a full mix and range of housing options that meet the housing needs of Brampton residents, including attainable housing options.

Currently there are approximately 9,000 units in Brampton and 20,000 units in Mississauga that, despite having received all approvals, are not yet under construction.

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

The City calls on the province to work with municipalities and key stakeholders to realize the increased housing targets without significant impact to municipal budgets, while ensuring a more balanced approach to ensure policy alignment and deliver on provincial and municipal outcomes.

OUR ASK

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

Ensuring municipal fiscal sustainability is essential to preserve Brampton's ability to service our communities and build complete communities. The City is committed to smart intensification to meet the forecasted demand and improve housing affordability, while continuing to support the creation of complete communities.

HOUSING BRAMPTON

The City of Brampton is the fastest growing community of Canada's largest 25 cities. There were a total of 189,086 private dwellings in 2021, up 9 per cent or 15,658 dwellings from the 2016 Census.

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

The City is a committed provincial partner in ensuring our residents have access to the right mix of affordable housing options. Through 'Housing Brampton', the City has been working to improve housing affordability, diversify our housing stock and apply innovative approaches to address the housing needs of our residents.

Housing Brampton's overarching principles to guide housing development in Brampton include reducing barriers to supply of housing, making full use of regulatory tools, incorporating equity, collaborating with the non-profit sector, advocating for the right housing, and demonstrating innovation. These principles guide the 4 focus areas or 'Big Moves' of the Strategy and Action Plan, which include (1) Purpose-Built Rental Housing, (2) Use of Public Land, (3) Attainable Home Ownership, and (4) Clear Housing Targets.

OUR ASK

Brampton calls on the Ministry of Municipal Affairs and Housing to work with the City and the Region of Peel 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 home owners, multigenerational families, new immigrants, seniors, students, etc.).

PUBLIC LAND FOR AFFORDABLE HOUSING

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

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

OUR ASK

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

PURPOSE-BUILT RENTAL HOUSING & ATTAINABLE HOME-OWNERSHIP

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

HOUSING CATALYST CAPITAL PROJECT

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

CITY WIDE HOUSING INCENTIVE PROGRAM

The City has recently released an RFP to deliver on a key action identified in Housing Brampton, developing a framework of financial tools and incentives to encourage the development of affordable housing. The Program focuses on incentivizing and attracting sustainably developed purpose-built rental and affordable housing, as well as the other desired housing types identified in Housing Brampton, including infill housing, Single Room Occupancy housing (SRO), large units, seniors housing and student housing developments. The Program aims to deliver a greater depth of affordability to low and moderate middle-income households in the City, and support the diverse needs for residents requiring supportive housing options.

COMMUNITY BENEFITS CHARGES PROJECT

The City has completed the 'Community Benefits Charges Assessment, Strategy and 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 development, which may also include benefits in the form of affordable housing. The City supports municipal tools that support the City in ensuring complete communities are developed as intensification in the built-up area occurs.

INCLUSIONARY ZONING

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



PARKLAND

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

- Less parkland per development
 - Reduced the alternative parkland dedication rates; and
 - Capped alternative dedication based on the size of the development site.
- Poorer quality parkland

- Right for applicants to identify park parcels including encumbered lands and privately-owned publicly-accessible spaces (“POPS”), and to appeal to the OLT should the municipality refuse to accept conveyance of the identified parcels; and,
- 100% parkland dedication credit for encumbered parkland and POPS.

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

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

OUR ASK

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



TRANSIT

BUILDING A CONNECTED COMMUNITY

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

Brampton Transit is the fastest-growing 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 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. Brampton is currently experiencing ridership of 110% to 115% of pre-COVID levels.



RIDERSHIP GROWTH & RECOVERY

160% ↑ Overall Ridership
2009-2019

38% ↑ Pre-COVID Ridership
2016-2019

115%+ ↑ Ridership Rebound
of pre-COVID levels

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

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.

Funding Overview

Project	York Region (Subway Extension)	Brampton (Züm)	Kitchener/ Waterloo (Ion LRT)	Toronto (Scarborough Subway)	Hamilton LRT
Funding Date	2007	2008	2010	2013	2021
Total	\$2.6B	\$295M	\$818M	\$3.56B	\$3.4B
Federal	\$697M	\$95M	\$265M	\$660M	\$1.7B
Provincial	\$870M	\$95M	\$300M	\$1.99B	\$1.7B
External Funding as % of Total Cost	60%	64%	69%	74%	100%

BUILDING BRAMPTON, ENHANCING REGIONAL CONNECTIONS

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

Light Rail Transit (LRT) Extension

The Hurontario-Main Street Light Rail Transit (LRT) will be an integral part of the overall GTHA transportation network. The LRT 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 project will connect the Downtown Brampton Anchor Mobility Hub and Urban Growth Centre to the Hurontario-Steeles Gateway Mobility Hub.

The Hurontario North Extension, on Main Street from Steeles to Brampton GO Station, fills a notable gap in the regional rapid transit network by connecting the Hurontario LRT line directly to the Kitchener GO Rail line (Brampton GO Station), existing 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. The re-location of the Brampton Gateway Terminal stop on Steeles Avenue remains a crucial element in supporting the preferred alignments, planned growth and other future projects within Brampton.

OUR ASK

The Light Rail Transit (LRT) extension on Main Street from Steeles to Brampton GO Station requires approximately \$850M* in provincial funding for the tunnel alignment.

**Note: Total costs anticipated for these projects are currently under review and will become better known as the EA process is finalized. It is expected that initial cost estimates will increase due to ongoing hyperinflation affecting construction costs.*

Queen Street - Highway 7 Bus Rapid Transit (BRT)

Queen Street is the busiest transit corridor in Brampton, serving close to 30,000 transit customers per day

(pre-COVID) on Züm and local routes and providing connections to York Region, the TTC Subway System, as well as major north-south transit routes.

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

OUR ASK

The Queen Street - Highway 7 Bus Rapid Transit (BRT) requires approximately \$250M* in provincial funding.

**Note: Total costs anticipated for these projects are currently under review and will become better known as the EA process is finalized. It is expected that initial cost estimates will increase due to ongoing inflation affecting construction costs.*

Third Transit Facility

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. The City has secured \$175M of funding through the Investing in Canada Infrastructure Program (ICIP) towards the base (non-electrified) phase one facility build. Design of the phase 1 base build is currently underway. As the design progresses, the cost of the base facility will become better known.

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

OUR ASK

The electrification of Brampton's Third Transit Facility requires \$75M in provincial funding.

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 be a leader in electrification within the transit industry.

- In 2021, Brampton launched the largest global deployment of interoperable battery electric buses and high-powered overhead opportunity chargers.
- In 2022, Brampton:
 - o 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 - largest municipal transit investment to date.
 - o 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).
 - o Submitted a consolidated expression of interest for the following electrification projects through ZETF (50% federal funding contribution):
 - Purchase of approx. 100 ZEBs (40ft and 60ft) - \$90M (\$180M total costs)
 - On-Street Charging Infrastructure - \$31.5M (\$63M total costs)

- Electrification Retrofit - Sandalwood Facility - \$30M (\$60M total costs)
- Electrification Retrofit - Clark Facility - \$30M (\$60M total costs)

- o Initiated a Zero Emission Bus Implementation Strategy & Rollout Plan with CUTRIC, which will 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.

- This year, the City is working on procuring an additional 10 battery electric buses, which will maximize the capacity of current charging infrastructure.
- The City is also exploring new technologies such as hydrogen fuel cell electric buses and diesel to electric bus conversions to expedite the transition to zero tailpipe emissions.

Despite significant federal investments towards transit electrification, municipalities are still facing a significant provincial funding gap. 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 other 50% of these large transit infrastructure projects; they need help from the province.

OUR ASK

Brampton needs the province to commit to Transit electrification by establishing funding programs to compliment the federal *Zero Emission Transit Fund*, in order for municipalities to implement critical electrification projects.

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

- Purchase of approx. 100 ZEBs (40ft and 60ft) - \$90M (\$180M total costs)
- On-Street Charging Infrastructure - \$31.5M (\$63M total costs)
- Electrification Retrofit - Sandalwood Facility - \$30M (\$60M total costs)
- Electrification retrofit - Clark Facility - \$30M (\$60M total costs)



Safe Restart Agreement (SRA) Funding

The *Safe Restart Agreement* (SRA) has been an essential source of operating relief funding for municipal transit systems throughout the COVID-19 pandemic. Through this program, Brampton was able to offset its 2020 and 2021 transit operating shortfalls.

In 2022, Brampton's Transit ridership began to increase at a rapid rate, exceeding pre-pandemic levels. Brampton's transit ridership is currently at approximately 110% to 115% of pre-COVID levels. Due to this ridership success, Brampton did not experience the revenue shortfalls in 2022 that it had in past years, which the majority of other municipal transit systems continue to experience today.

However, Brampton has experienced, and continues to experience financial pressures associated with unprecedented diesel fuel rates and the need to add service to address surging ridership demand. Diesel fuel rates have caused a large 2022 operating shortfall for transit. Unfortunately, the current SRA program rules do not consider diesel fuel rates as an eligible expenditure. Similarly, the cost of adding service to address continued ridership growth is also not eligible under the program. As a result, Brampton is currently unable to utilize approximately 90% of the Safe Restart funding in reserves and allocated through phase 4.

OUR ASK

Brampton needs the province to expand the SRA eligibility criteria to allow each jurisdiction to use their allocations to offset their operating impacts during this time—each jurisdiction has different challenges.

Fare Integration – Brampton Transit and TTC

Brampton Transit has developed a potential fare integration model that would significantly reduce the transportation cost for York University students who reside in Brampton and utilize Brampton Transit services. Implementing this fare integration trial at this time would:

- leverage the significant investment in transit infrastructure (TYSSE and Viva Rapidways)
- provide valuable input into the ongoing fare and service integration discussions
- allow time for the fare and service integration discussions to advance and potentially recommend and implement a new model for FSI for the Greater Golden Horseshoe

Brampton previously asked the province to provide \$2.2M for a fare integration pilot over 8 months (\$1.1M per four-month term), however the proposal was not approved and Brampton Transit did not implement this initiative.

OUR ASK

The City asks the province to reconsider providing funding (\$2.2M) for a fare integration model that would significantly reduce transportation costs for York U students who reside in Brampton and utilize Brampton Transit services.

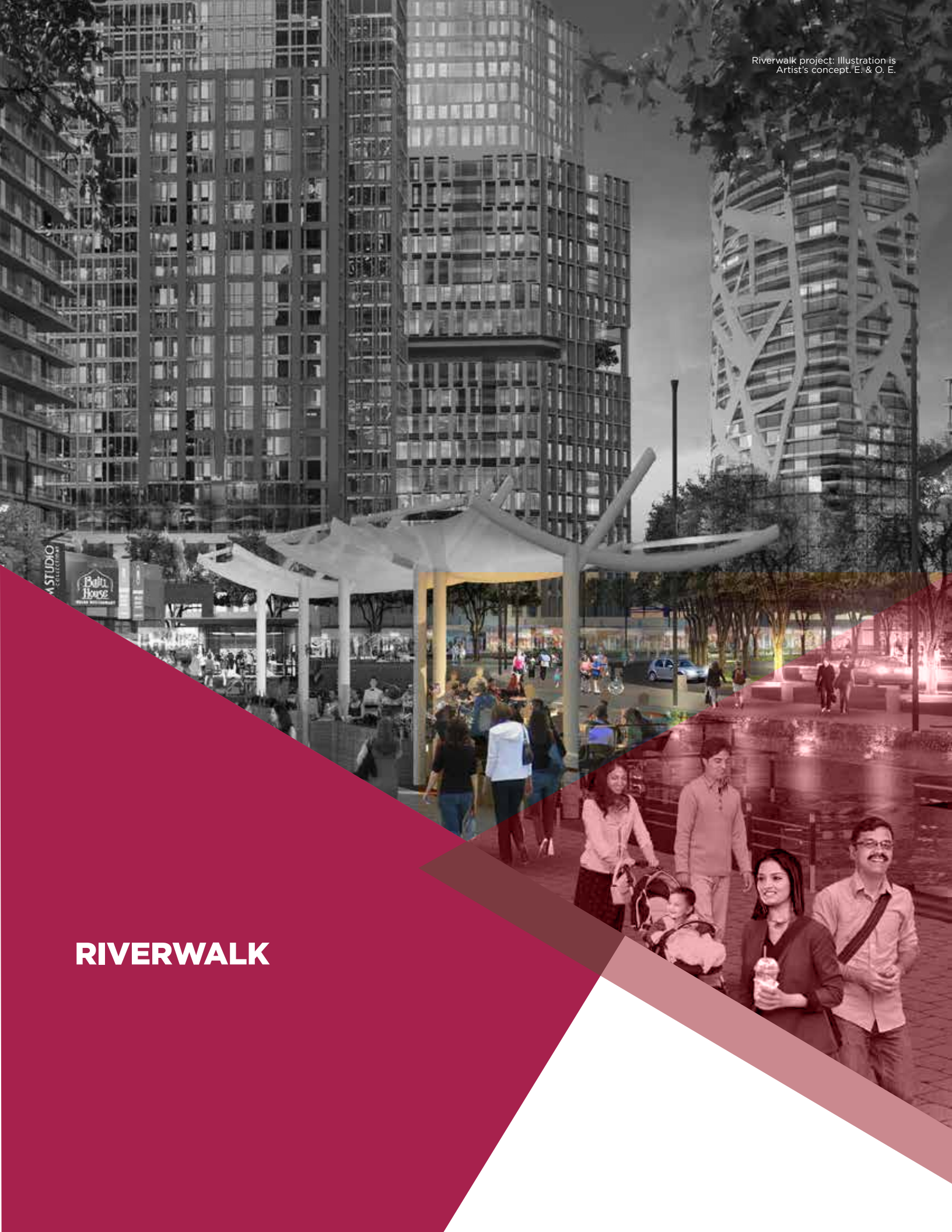
Provincial Gas Tax

Provincial Gas tax is a critical source of funding for municipalities.

OUR ASK

The City asks the province to use the 2021-22 allocation, escalated for inflation, as a minimum for the 2022-23 provincial gas tax allocations to municipalities. The City also asks the province to reconsider its previous commitment to doubling the provincial gas tax allocations to municipalities over time.





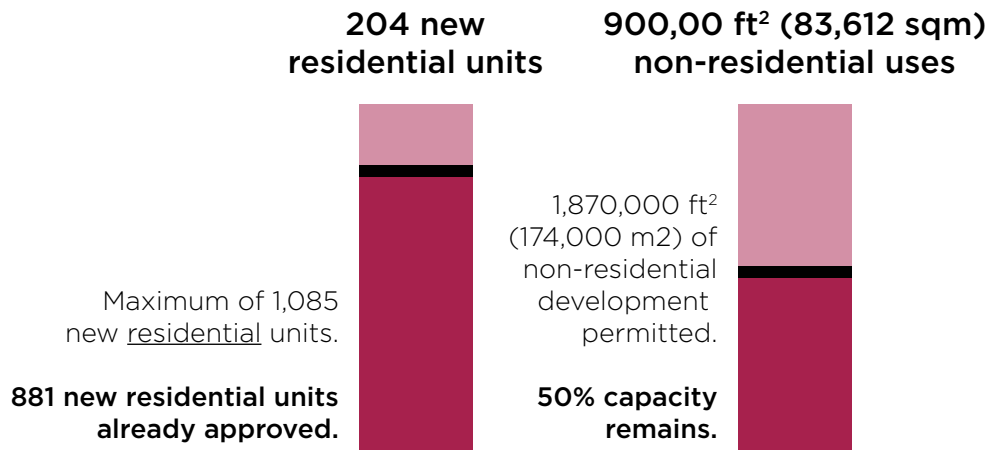
RIVERWALK

Riverwalk will remove flood threat and reduce disaster risks for the Downtown Brampton core, unlock the much-needed new housing supply, and bring new investment. This catalytic initiative will transform Downtown Brampton and create a year-round tourist destination that connects the City with the river system. The project is well aligned with the provincial policy priorities related to increasing housing supply and addressing the housing attainability in our communities.

DEVELOPMENT POTENTIAL

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

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



Riverwalk - Return on Investment

- 7.7 : 1 Return on Investment (ROI)
- \$1.4B GDP impact
- 12,000 full-time years of employment
- 9 million ft² of new residential and non-residential gross floor area (GFA) - Downtown Brampton and immediate surrounding area
- Thousands of new residential units

TRANSFORMING OUR DOWNTOWN

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

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

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

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

THE INVESTMENT

Phase One of Riverwalk, valued at \$107 million includes design and construction of flood protection works, and subsequent removal of the SPA and its associated planning restrictions which will allow for the unlocking of Downtown Brampton.

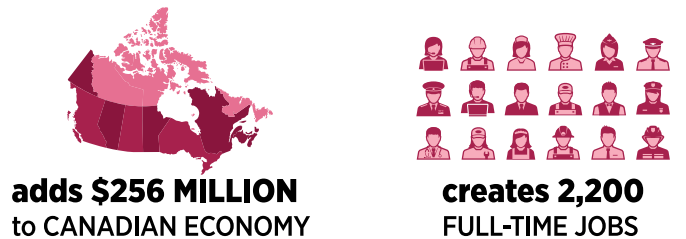
A successful funding application, resulted in the federal government committing up to \$38,852,397 towards Riverwalk flood mitigation through the *Disaster Mitigation and Adaptation Fund*. This represents 40% of eligible project costs (which exclude land acquisitions) with the final payment made no later than March 31st, 2028.

Unlocking Potential and Growth

FLOOD MITIGATION DOWNTOWN BRAMPTON



RIVERWALK CONSTRUCTION



RIVERWALK DEVELOPMENT



OUR ASK

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



HEALTHCARE

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

The City is grateful for the Government of Ontario's commitment to Phase II development of Peel Memorial Centre for Integrated Health and Wellness and to expanding cancer services at Brampton Civic Hospital.

With continued rapid population growth and the new housing targets, making equitable and appropriate hospital and health care investments now will support accessible, quality care for Brampton residents, bridge the current service gap, and ensure the needs of the growing community can be met.

Need for Equitable Healthcare Funding

Hospital Beds per 100,000 population

- Brampton has about 56% fewer hospital beds per person than the provincial average.
- The provincial average is 220 beds per 100,000 people, whereas Brampton only has 96 beds per 100,000 people, less than half the provincial figure.

[Source: Intellihealth Ontario. Beds = average daily hospital beds in Jan 2020, which is the latest available provincial data.]

Mental Health and Addictions

- Since 2010/11, Mental Health and Addictions Emergency Department and Urgent Care Centre Visits have increased by more than double the provincial average:
 - o Ontario: 54% increase since 2010/11
 - o Brampton: 121% increase since 2010/11

The continued population growth and the new housing targets will further exacerbate the above inequities.

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

OUR ASK

Continued support from the Ontario Government and speedy approvals are needed to bring the new Peel Memorial Hospital to life for the community.

SUPPORT FOR MEDICAL SCHOOL DEVELOPMENT

To support the new School of Medicine in Brampton, Osler will require additional provincial funding to enable the transition to an academic hospital affiliated with the Toronto Metropolitan University (TMU) School of Medicine. These funds will support the necessary building blocks to accommodate hundreds of additional medical learners within the hospital environment.

STROKE CARE

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

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

To help remediate this gap, Osler is requesting increased funding to build a more comprehensive stroke program and enable Osler to embark on a journey to become a Regional Stroke Centre - an important step towards health equity for the community.

THIRD HOSPITAL

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

To service this growth, Brampton will need a minimum of 660 new hospital beds. With that in mind, the City requests the province give serious consideration to, and provide a planning grant for a third hospital in Brampton.

BRIDGING THE GAP

Building on Provincial Investments in Brampton's Health Care

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

Work with Osler to provide additional provincial funding to support transition to an academic hospital affiliated with the Toronto Metropolitan University (TMU) School of Medicine in Brampton.

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

Continued support and funding to build a comprehensive Cancer Care Centre at Brampton Civic Hospital.

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



Peel Memorial Phase II expansion

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



**ECONOMIC
DEVELOPMENT &
INNOVATION**

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

INNOVATION DISTRICT

The City of Brampton is growing 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 \$20.5 million in its Innovation District, with an additional approximately \$55.2 million in investments being drawn in by Innovation District partners.



REALIZING BRAMPTON'S FULL POTENTIAL

ECONOMIC DEVELOPMENT

Support Economic Development organizations to better support Black, Indigenous, People of Color-Owned (BIPOC) business through new funding to allow new programs or augment existing programs such as Starter Company.

The City has built strong partnerships, and many of our partners are steadily growing in demand for their services and supports. Provincial support is essential to ensure Brampton's Innovation District continues to develop and scale-up, making a meaningful contribution to the regional and provincial economy, and helping further the province's ambition to support 10,000 companies and 50,000 jobs.

MEDICAL DEVICES

Fund a pilot project in medical innovation and support Brampton in providing a pathway for start-ups and scale-ups in the Innovation District for the City to become their first customer.

GROWING PARTNERSHIPS

ALTITUDE ACCELERATOR (2)

A technology incubator lifting Brampton's start-ups

Altitude Accelerator provides business start-up services and access to incubator space to entrepreneurs, start-ups and mature tech companies that want to kickstart growth. It is part of the province's Research & Innovation Centre network, based in Brampton's Innovation District, regionally supporting Brampton, Mississauga, Caledon, and other communities in Southern Ontario.



OUR ASK

The Research & Innovation Centre network's funding through MEDJCT has only increased by \$15,000 in the past last 7 years, representing a significant constraint for staff retention and programming development.

Altitude Accelerator is requesting funding for programming to increase the number of companies that can be accommodated in its incubator and to retain its staff.

The Altitude Accelerator Impact

\$575 M

Total Funding

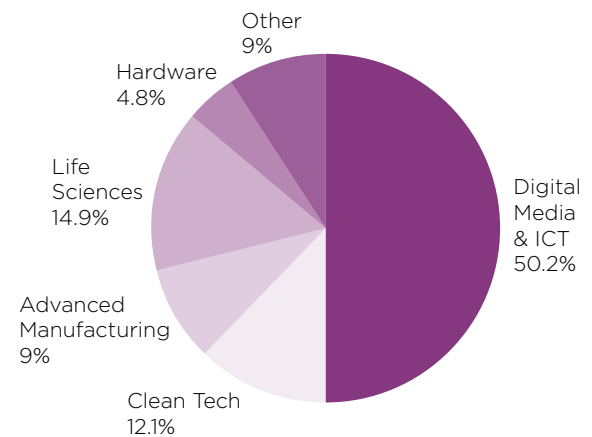
\$421 M

Revenue

2520+

Jobs in 2020

Client Portfolio:



The Brampton innovation and entrepreneurial ecosystem is growing in a city that is growing at 10.6%. However, the region has been underserved in accessing an Angel Network. Altitude Accelerator has been working with Angel Investors Ontario to structure an Angel Group that reflects the vibrancy of the city and harness the opportunity for companies to grow. The launch of this new group will be pivotal for regional growth, but requires funding. We understand there was a funding allocation in the last budget, but it has not been announced.

Altitude Accelerator is Growing

FedDev has indicated interest in working with Altitude to develop a cleantech hub for the Region including a physical location and world class programming. The development of the proposal and a physical site and programming requires a commitment from all levels of government including Ontario. This would lead to significant job creation in developing globally competitive low-carbon technologies.

BRAMPTON ENTREPRENEUR CENTRE

First Stop in an Entrepreneur's Journey

The Brampton Entrepreneur Centre is part of the Province's Small Business Enterprise Centres (SBECS) network. Local municipalities and clients rely on SBECS as the main point of contact for small business-related matters such as federal, provincial and local grants, pandemic safety measures, and business recovery resources. The COVID-19 pandemic has undoubtedly highlighted the critical role SBECS play in local economies. In Brampton, a city growing at 10.6%, the demand for services has increased as have the demand on staff and resources.

In 2022 alone, BEC increased its services, including management of the provincial Antigen Screening Program for small businesses in Brampton, distributing tests to 850 businesses. BEC also rolled out the My Main Street Program and the Digital Media Squad.

Over the last 5 years, the Brampton Entrepreneur Centre has:

- Supported the creation of 1,542 new jobs
- Supported 963 small businesses
- Handled and resolved 44,221 inquiries – a 92% increase in 2020 over the previous year!
- Conducted 4,314 small business consultations – a 65% increase in 2020 over the previous year!
- Delivered 2,665 seminars and events to 34,193 participants
- Issued Summer Company Grant funding to 91 Youth totalling \$273,000
- Issued Starter Company Grant funding to 154 businesses totalling \$626,000

OUR ASK

To build on the Brampton Entrepreneur Centre's success and to support the growth of businesses in our City, we are asking for an increase in funding to the Brampton Entrepreneur Centre.

Funding has remained the same since 2013 at \$139,000. A funding increase could be allocated for additional Business Advisors and BEC popups to provide services across Brampton and support the entrepreneurial spirit of our young and diverse population.

ROGERS CYBERSECURE CATALYST

The Catalyst helps Canadians and Canadian businesses tackle the challenges of cybersecurity. It is a not-for-profit organization, owned and operated by Toronto Metropolitan University (TMU). The Catalyst's base funding is provided by the Federal Government, City of Brampton, Rogers and RBC. The Catalyst works closely with the Government of Ontario to support the province in advancing cybersecurity across the broader public sector.

In Brampton, The Catalyst operates in 3 areas:

- Cyber Range, one of very few in Canada, provides an ultra-realistic environment for experiential learning
- Catalyst Cyber Accelerator, is the only commercial accelerator of its kind in Canada, and is designed to help early-stage cybersecurity companies grow into industry leaders.
- The Accelerated Cybersecurity Training Program (ACTP) is an intensive cybersecurity training and certification program designed to give women, newcomers to Canada, and displaced workers the skills they need to launch a career in the cybersecurity sector.

Rogers Cybersecure Catalyst Program launches have included: Cyber Talent Transformation Initiative, Virtual Cyber Camp for Girls and Responsible Technology Policy Training Micro-Credential, Catalyst Cyber Range Capstone Program for Diverse Learners. The estimate number of total graduates is 700 by December 2023.

OUR ASK

In 2023, Catalyst intends to open the National Municipal Cybersecurity Centre, which will serve as a key national hub for readiness coordination, exchange of best practices, and the development of best-in-class training for

municipal staff, in both technical and non-technical roles.

Catalyst would welcome the Government of Ontario's support in bringing this vital new Centre to life.



**MUNICIPAL FISCAL
SUSTAINABILITY**

PROVINCIAL GAS TAX

The Provincial Gas Tax is a critical source of funding for municipalities.

OUR ASK

The City requests the province to use the 2021-22 allocation, escalated for inflation, as a minimum for the 2022-23 provincial gas tax allocations to municipalities. The City also asks the province to reconsider its previous commitment to doubling the provincial gas tax allocations to municipalities over time.

BRAMPTON FIRE AND EMERGENCY SERVICES

Fiscal Impacts of Regulatory Changes

NFPA Transition

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

The legislation was temporarily rescinded to allow for each Fire Department to develop and implement a

transition plan. Then in July of 2022 the legislation was reintroduced. There is a significant training gap between the OFSS and the NPFA Professional Qualifications requiring all employees to be evaluated and receive updated job performance requirement skills training, testing and annual competency. This transition equates to approximately 1900 hours per employee, covering all applicable NFPA standards.

Ontario Fire College Closure

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

With the introduction of the RTC model, costs of NFPA courses and testing average \$300-\$500 per student, with some specialty rescue courses costing as much as \$2500 compared to \$65 per student through the OFC. This change drastically outpaces the Brampton Fire and Emergency Services' (BFES) annual operating budget for courses.

OUR ASK

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





HEADS & BEDS LEVY

This levy is charged at \$75 per head/bed and has remained unchanged for over 30 years. If it had kept up with inflation it would be nearly \$140 today.

In 2021, five institutions paid total levies of \$648,150, of which the City of Brampton retained \$345,843, and \$302,307 was received by the Region of Peel. Should the levy be adjusted to inflation that total levy would have nearly doubled to \$1,209,880.

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

OUR ASK

The City of Brampton requests the provincial government adjust the heads and beds formula for inflation.

JOINT & SEVERAL LIABILITY

Liability and risks are one major driver of exponentially increasing insurance costs for the municipal sector.

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

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

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

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

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

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



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