

City of Brampton

2019

# Provincial Pre-Budget Submission





# MESSAGE FROM THE MAYOR



As one of the youngest and fastest-growing cities in Canada, the City of Brampton is home to 650,000 people and is projected to grow to 900,000 people by 2040.

Brampton's economy has diversified into a robust economic engine with a focus on advanced manufacturing, food and beverage, innovation and technology, logistics and health and life sciences. Being a key contributor to the provincial and national economy, Brampton is committed to the creation of quality jobs and investment, leading to the development of a complete, smart and healthy community.

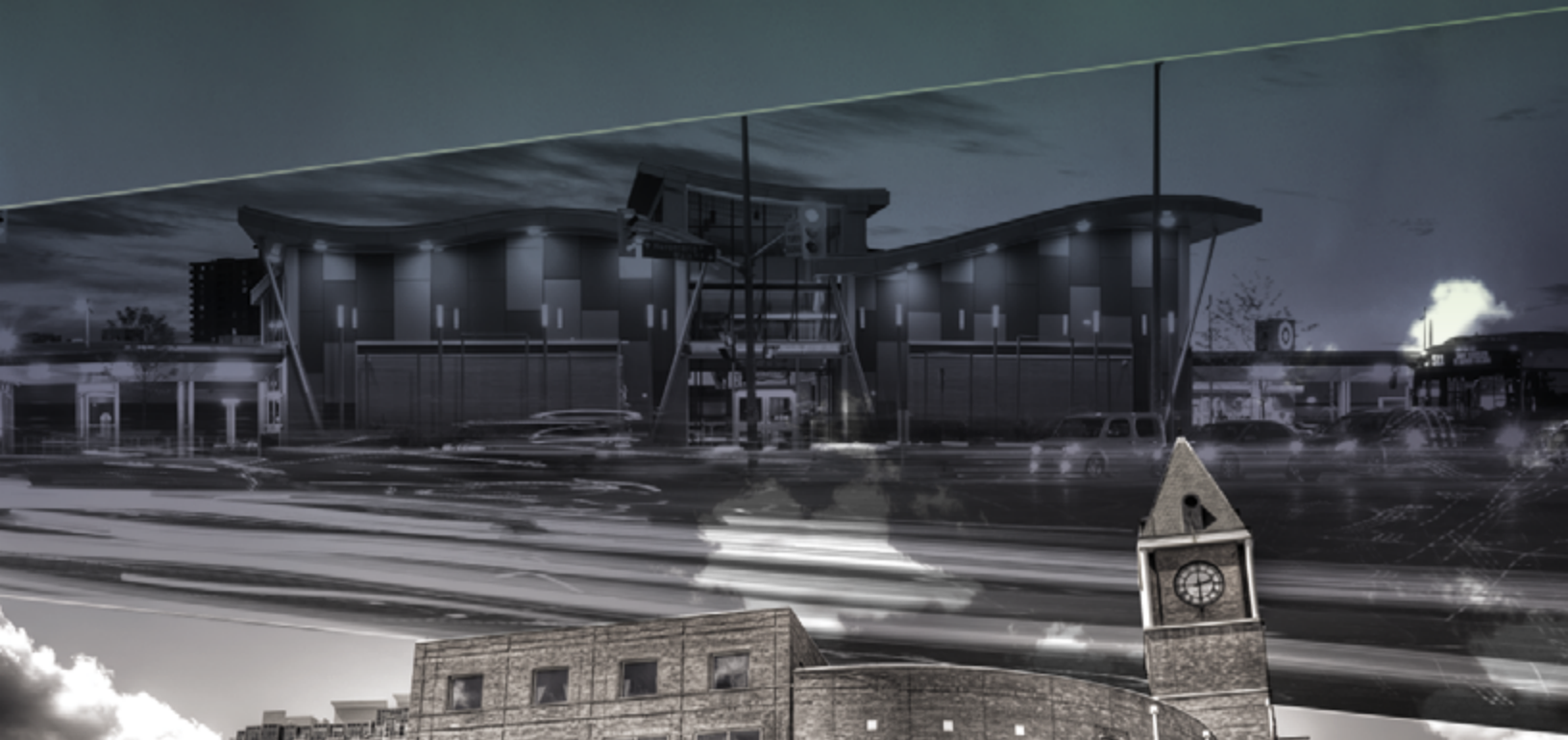
Brampton has planned for a number of exciting, strategic initiatives – projects to create jobs and build a community that is connected, sustainable and innovative. We are advocating for our fair share of investment to drive these projects forward. This includes collaborative efforts with stakeholders in important areas of health care, public transit, infrastructure and technology.

Our City is transforming itself into a world-leading, 21st century community. We are looking forward to partnering with senior levels of government to realize the enormous potential of our city and its residents, and the associated economic and social benefits to both the province and the nation.





# TRANSIT



# TRANSIT FUNDING

Brampton Transit is one of the fastest growing transit systems in Ontario with ridership significantly outpacing the population growth. Brampton's ridership growth of 18% and 14%, year-over-year, in 2017 and 2018, respectively, is unprecedented compared to the average increase in Ontario of less than 1% and the national average increase of 1.5% (as per the Canadian Urban Transit Association 2017 Data).

The Federal - Provincial Integrated Bilateral Agreement provides Brampton's public transit system with a total proposed allocation of \$350M, over 10 years through the Public Transit Stream. In addition, with the municipal estimated contribution of \$125M, the total funding for the program would be \$475M from all three levels of government.

Key proposed Brampton Transit projects for funding to be received through the Public Transit Stream:

- Building a new transit storage facility to allow the City to keep growing and maintaining current and future fleet requirements;
- Purchasing additional buses to accommodate demand;
- Investing in future Züm Bus Rapid Transit service (Airport Road Extension to Pearson International Airport, Chinguacousy Road and Bramalea Road);
- Investing in new technology to ensure continued safety and efficiency; and
- Building a Mobility Hub in downtown Brampton.



Funding allocation of the Public Transit Stream from the Province to municipalities was based on 100% ridership that used outdated, 2015 CUTA ridership data. Combined, this puts rapidly growing transit systems and smaller municipalities at a disadvantage, where as the Federal distribution to Provinces was based on 70% ridership and 30% population, much like the Provincial Gas Tax, which is a fair funding model.



# TRANSIT AT A GLANCE

## RIDERSHIP OUTPACING POPULATION GROWTH

2010-2018

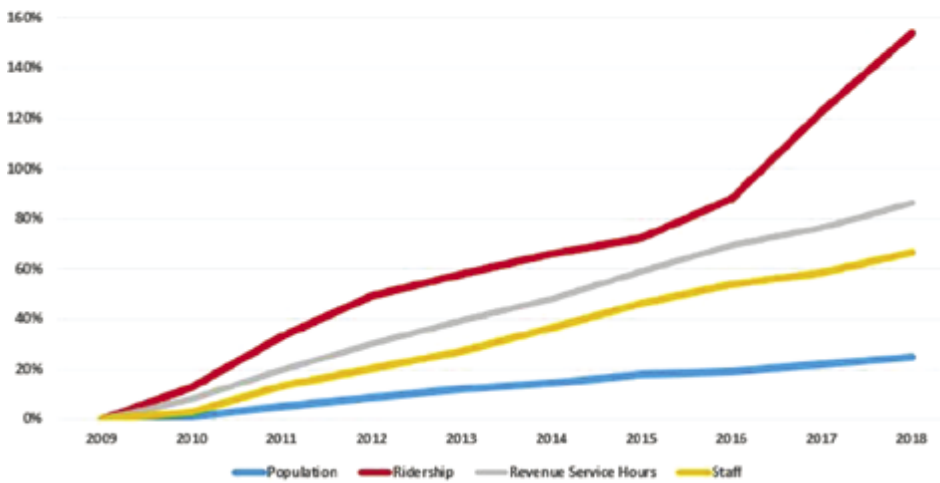


↑ 23% Population

↑ 126% Ridership

2018 Ridership: **31.2 Million**

Percentage Growth in Population, Ridership, Staff and  
Service Hours since 2009



# Hurontario-Main Street LRT

The Hurontario-Main Street Light Rail Transit (LRT) will be an integral part of the overall GTHA transportation network connecting Brampton Transit, including Brampton Züm, as well as GO Transit's Kitchener, Milton and Lakeshore West rail lines, Mississauga MiWay, and the Mississauga Transitway along Highway 403, and supporting Canada's Innovation Super Corridor.

On December 5, 2018, City Council unanimously passed a motion that the LRT route on Main Street to the Brampton GO station be restored as part of the Brampton Transit Network Plan, including an underground tunneling option.

The underground tunnel would help preserve Brampton's heritage district just south of Downtown Brampton and minimize impact on residents. Previous cost estimates for an underground tunnel option are being updated which may cost as much as \$1.2 billion.

**The City of Brampton requests Metrolinx work collaboratively with the City to advance the LRT extension on Main Street to Downtown Brampton.**

**It is essential that the City receive a fair share of funding for Brampton Transit, including the LRT on Main Street to keep up with the population growth and high demand for transit service.**

## GO Transit

The City of Brampton welcomes any commitments from the Province for improvements to two-way all-day GO train service on the Kitchener GO line, as long as they do not disrupt the many Brampton residents who use this service each and everyday. With more than 200,000 people commuting between Waterloo Region-Kitchener-Guelph-Halton Hills-Brampton-Toronto, demand for increased GO service is very high.

Demand for this service by Brampton commuters on the Kitchener GO line is rapidly growing. This is also demonstrated by the parking challenges at GO Transit stations in Brampton. The City has been continuously receiving complaints regarding overflow of parking on adjacent City streets.

Further solutions are required to address these issues in the immediate and medium/long-term. Investing in a well-connected regional transit network including two-way all-day GO train service will greatly improve mobility between Brampton and the other municipalities along Canada's Innovation Super Corridor supporting economic growth, job creation and development.

**The City requests that Metrolinx:**

- 1. Find a temporary solution for parking overflow issues at GO Transit stations in Brampton;**
- 2. Expedite Regional Express Rail service (Two-Way All-Day GO) west of Bramalea GO to Mount Pleasant GO and beyond to Kitchener-Waterloo by finding a solution to address capacity constraints in the corridor, particularly for the section currently in CN ownership.**



# INFRASTRUCTURE





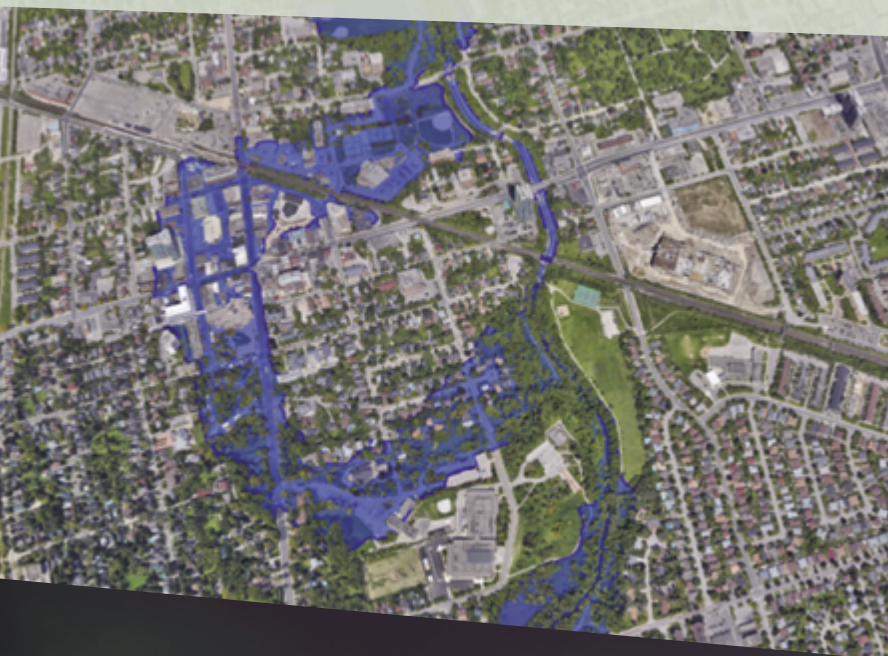
# RIVERWALK

Riverwalk is a catalytic project that will recapture the beauty and ecological function of the Etobicoke Creek, while creating a vibrant public space that provides a distinct identity for the City. The project also allows for removing the flood risk and possibly the SPA designation from 31 ha of the downtown Brampton area allowing for new development opportunities. Current estimates indicate a transformative impact of the project including potential for 2,700 new housing units, 2,100 new jobs, and \$119 million annual revenues.

In summer 2018 the City of Brampton submitted an expression of interest (EOI) application for \$105 million in funding through the Disaster Mitigation & Adaptation Fund. Riverwalk was deemed eligible, however due to high demand only projects starting in 2019 and 2020 were selected. The City's EOI application was retained and will be considered in the second intake expected in Fall 2019.



City of Brampton is looking for the Federal and Provincial governments to help advance this transformational project by providing funding and streamlining the approval processes.





# CYBERSECURITY





## Cybersecure Catalyst/Innovation Hub

The City of Brampton is committed to working with Ryerson University and Sheridan College towards bringing the University into the downtown core. Digital technologies and the internet are increasingly important to innovation and economic growth, and good cyber security is critical to Canada's competitiveness, economic stability, and long-term prosperity. As the first step, we are working towards bringing Ryerson University-led Cybersecure Catalyst in downtown Brampton to connect with more businesses across the City, and make them aware of the initiative and establish a network..

## The Pilot Incubation Hub

The Pilot Incubation Hub will play a significant part of the cybersecurity ecosystem. Along with the Cybersecure Catalyst, Incubation Hub and Chang School it is the City's intention to come together as one collaboration and innovation ecosystem. Ryerson is asking the Federal government for \$25 million over 5 years. It is estimated that Ryerson will required approximately \$500,000 to \$1 million plus annually to run the Zone. These are important steps, as the City and Ryerson continue to work towards Ryerson Campus in Brampton.

## Ask:

The City fully supports Ryerson and other partners in establishing an innovation and collaboration one in downtown Brampton that will include Cybersecure Catalyst, Innovation Hub and Pilot Incubation Hub (Ryerson Run) and requests the Federal and Provincial governments partner with Ryerson, the City and other partners, and provide the necessary funding to realize this exciting vision.





# HEALTH CARE





# BRAMPTON HOSPITALS

As home to one of Canada's fastest-growing and most culturally-diverse populations, the City of Brampton works with several stakeholders in the healthcare sector to support innovative, efficient and accessible health services. The city continues to urgently address several health challenges within our community, including earlier onset and acceleration of specific chronic diseases including diabetes. In fact, 36 percent of the population has at least one chronic disease.<sup>1</sup>

A key partner is William Osler Health System (Osler), one of the largest community hospital systems in the country delivering high quality care to more than 1.3 million residents in Brampton, Etobicoke and surrounding areas in the Central West Local Health Integration Network (Central West LHIN). Osler is in the challenging position of keeping pace with both the current demand and changing health care needs of the region. By 2041, the population of the Central West LHIN is projected to grow by 44%, adding approximately 420,000 new residents who may require health care services from Osler.<sup>2</sup> The Central West LHIN's population is also aging. The number of seniors in the Central West LHIN will grow by nearly 135% from 2017 to 2041, eventually making it the highest seniors population amongst the province's 14 LHINs.<sup>3</sup>

There is urgency to address the current disparities in access to health care and medical services in Brampton, as compared to similar large urban centres across the province. Central to this challenge with access and inequity for the community is a gap in both funding and bed capacity in the Central West LHIN. Investment in operational funding and capital infrastructure have not kept pace with the community's rapid growth. The Central West LHIN receives the lowest per capita funding for hospital operations of the 14 LHINs. In 2016-17, it received \$634 per capita less than the provincial average of \$1,245. This funding inequity, added with the complexity of Osler's patient profiles and unprecedented growth in volumes, are driving some of the region's significant hallway medicine challenges and emergency department (ED) overcrowding.

**Osler is focused on pragmatic and innovative approaches to enhancing healthy communities by reducing the burgeoning reliance on acute care services, and creating new models of care for high-needs patients with chronic and complex conditions.**

**However, it is critical that hospital funding models anticipate and address the impact of high growth and escalating chronicity within a community. Funding formulas must reflect the real cost challenges the system faces, otherwise system capacity will continue to erode as Osler tries to keep pace with growth.**

<sup>1</sup> Canadian Community Health Survey, 2015-16

<sup>2</sup> Ontario Ministry of Finance, Ontario Population Projections Update 2017-2041

<sup>3</sup> Ontario Ministry of Finance, Ontario Population Projections Update 2017-2041



# Reducing Hospital Overcrowding & Hallway Medicine in Brampton

## Peel Memorial Centre for Integrated Health and Wellness – Urgent Care Centre

Since the Urgent Care Centre (UCC) at Peel Memorial Centre for Integrated Health and Wellness (Peel Memorial) opened in February 2017, the facility has dramatically exceeded projected patient volumes. In the first year of the UCC's operation, Osler provided care for 62,000 patients. Despite projections that more than 32,000 visits would transfer from Brampton Civic to Peel's UCC, Brampton Civic has maintained its volume of patients. Based on current trends, Osler anticipates an increase in UCC volumes to about 72,000 patient visits for fiscal 2018-19.

**Osler now faces an escalating annual cost pressure of over \$10M to operate the Peel Memorial UCC, which is straining finances and service delivery across the organization.**

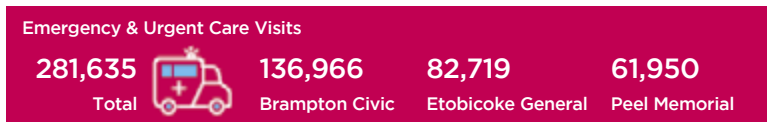
## Phase II at Peel Memorial Centre for Integrated Health and Wellness

In November 2017, the Ontario government approved proceeding with the planning of the Peel Phase II project, which included expanding integrated care models and sub-acute beds (approximately 125) for complex continuing care and longer-stay rehab and transitional care. As planning begins on Peel Phase II, Osler is reassessing community needs to bridge the gap in the health care capital and infrastructure requirements that are driving some of the region's hallway medicine challenges and ED overcrowding. Brampton continues to be challenged with the provision of hospital inpatient services with approximately 1 hospital bed per 1,000 residents. Revisiting Peel Phase II's Master Program and obtaining support for additional post-acute beds and ambulatory services focusing on areas of increased service demand like rehabilitation – including complex cognitive rehabilitation and seniors care – would assist in creating capacity to meet patient demand.

**Brampton needs additional post-acute hospital beds focused on areas of increased service demand such as rehabilitation and seniors care in the Phase II expansion at Peel Memorial to meet the challenge of a growing and aging population. This comprehensive, system-wide solution to hallway medicine and overcrowding would also include decanting post-acute beds from Brampton Civic Hospital to the new Phase II space, to facilitate net-new acute care beds at Brampton Civic. This additional capacity will help to address the existing and future pressures on the health care system in Brampton and region.**



# HEALTH CARE AT A GLANCE



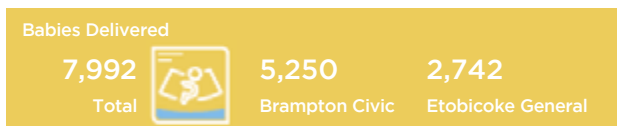
Osler provides care for more than 900 patients each day in the EDs across our three sites. For example, Brampton Civic's ED is frequently in the top three busiest in the country.



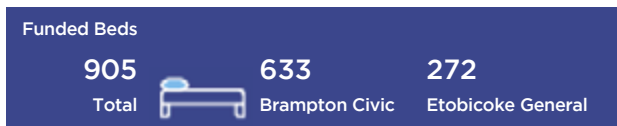
Growth in scheduled outpatient activity has been one encouraging trend (increase of more than 23,000 last fiscal) as the organization continues to reduce unscheduled/avoidable ED visits and inpatient admissions.



75% of surgeries are done on an outpatient basis thanks to leading technologies, minimally-invasive procedures and advancements in medicine. At the Peel Memorial site more than 10,000 day surgeries were performed last year, further helping alleviate pressures at both Brampton Civic and Etobicoke General. Osler leads the province in surgical cases (64,315 surgeries performed in 2017-18).



Osler's Labour & Delivery Unit is one of the busiest in the province. In 2017-18, 7,992 babies were delivered at Brampton Civic and Etobicoke General - an average of 22 per day.



Brampton has approximately 1 bed per 1,000 residents based on 2016 census - 55% lower than the Ontario average of 2.25 per 1,000 residents.

## Our Community Profile

985K	Central West LHIN's population is 985,0001
44%	By 2041, the Central West LHIN's population is expected to grow by 44% to 1.3M, adding an additional 420,000 residents (1)
135%	By 2041, the seniors' population (aged 65+) is expected to grow by 135% compared to 2017, one of the highest rates of growth amongst the 14 LHINs (1)
63%	63% of residents are visible minority (2)
25%	25% of residents speak a language outside of English or French, with the top three identified languages being Punjabi, Urdu and Gujarati (3)
16.3%	Central West LHIN residents have the highest rate of diabetes in the province, with a prevalence rate in 2016 of 16.3% (4)



## LHIN Hospital Spend Per Capita

Local Health Integration Network	Hospital Operation Per Capita \$ (2009/10)	Hospital Operation Per Capita \$ (2016/17)	% Change
Toronto Central	\$2,732.37	\$2,964.11	8.50%
North West	\$1,676.58	\$1,971.36	17.60%
North East	\$1,326.90	\$1,734.35	30.70%
South West	\$1,517.56	\$1,650.99	8.80%
Hamilton Niagara Haldimand Brant	\$1,191.13	\$1,414.56	18.80%
South East	\$1,273.35	\$1,396.35	9.70%
Champlain	\$1,204.64	\$1,296.51	7.60%
Erie St. Clair	\$919.67	\$1,077.76	17.20%
North Simcoe Muskoka	\$783.03	\$960.39	22.70%
Mississauga Halton	\$663.21	\$869.86	31.20%
Central East	\$714.90	\$794.90	11.20%
Waterloo Wellington	\$708.22	\$780.73	10.20%
Central	\$591.88	\$694.83	17.40%
<b>Central West</b>	<b>\$515.33</b>	<b>\$611.35</b>	<b>18.60%</b>
<b>Ontario Total</b>	<b>\$1,093.93</b>	<b>\$1,245.66</b>	<b>13.90%</b>
<b>CW LHIN Rank</b>	<b>14</b>	<b>14</b>	

The Central West LHIN receives the lowest per capita funding for Hospital Operation of the 14 LHINs. In 2016/17, they received \$634 per capita less than the provincial average.

### References:

1. Ontario Ministry of Finance, Ontario Population Projections Update, 2017-2041
2. Statistics Canada's 2016 Census of Population (Census), from the "Immigration and ethnocultural diversity, housing and Aboriginal peoples" census dataset (Catalogue #98-401-X2016044), released November 29, 2017
3. Statistics Canada's 2016 Census of Population (Census), from the "Education, labour, journey to work, language of work, and mobility and migration" census dataset (Catalogue #98-401-X2016044), released November 29, 2017
4. Ontario Community Health Profiles Partnership, Adult Health and Disease (2016/17): Prevalence (/100) of Diabetes on April 1st, 2017 in Ontario Local Health Integration Networks (LHINs), All Ages 20+

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## CONTACT

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