

CITY OF BRAMPTON 2024 PROVINCIAL PRE-BUDGET SUBMISSION



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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 commemorates its 50th birthday, this milestone stands as a testament to the extraordinary journey of transformation and growth.

It reflects our city's rich history, woven from the diverse threads of 250 cultures and built on a foundation of innovation, inclusivity and sustainability.

Located on the territory of the Mississaugas of the Credit and the traditional territory of the Huron-Wendat and the Haudenosaunee, Brampton evolved from a settlement in the early 1800s to an officially designated city in 1974.

Brampton is now the ninth largest city in Canada and is among the fastest growing 25 cities across the country. Locally, Brampton is the third largest city in the Greater Toronto Area and the fourth largest in Ontario.

Our population is young and diverse and grows with high immigration levels, on course for one million residents by 2051. Brampton's growth comes with new opportunities. The city was once considered a suburban bedroom community for people working in adjacent municipalities. We are a city with a talented workforce focused building our communities and securing a prosperous future.

Brampton is attracting the jobs of tomorrow by taking advantage of its unique position within Canada's Innovation Corridor and leveraging our unmatched talent pool to attract businesses to our Innovation District.

Brampton cannot do this alone. We need the Province of Ontario's continued financial support.

Transit is essential to economic development, innovation and growth. Brampton has become an economic powerhouse with strong manufacturing, logistics and entrepreneurial sectors.

Supporting the needs of our rapidly growing community is essential for the long-term success of Brampton. We are requesting funding for priority transit projects: the Hazel McCallion Rail Transit extension, the Queen Street - Highway 7 Bus Rapid Transit initiative, transit electrification and establishing a Permanent Transit Fund to give municipalities the flexibility to use this funding to implement essential projects.

Providing affordable housing is still a challenge for our now bustling city. We look forward to working with the Province of Ontario to explore all available tools to deliver affordable housing options.

Needless to say, the opportunity to build homes for our residents is imperative. This includes affordable ownership choices and purpose-built rental units to address the diverse housing needs of all Brampton residents including first-time home buyers, newcomers to Canada, seniors, students and multi-generational families.

Housing, combined with continued funding support for the Hazel McCallion LRT to get people to work and school, as well as the everyday activities of life, are integral to the City of Brampton and the long-term success of our economy.

We thank the provincial government for its generous support for Brampton's new second hospital and expanding cancer services at Brampton Civic Hospital. We are requesting support for additional funding for an academic hospital affiliated with the Toronto Metropolitan University School of Medicine.

We are leveraging every opportunity to lower our carbon footprint through retrofits and public transportation. But we need your help, particularly in support of Riverwalk, which requires \$87.3M in funding for flood projection.

We are grateful for the Province of Ontario's contributions and look forward to your continued support of our great city, which is a mosaic of cultures and a cradle of opportunities for generations to come.



Mayor Patrick Brown



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SUMMARY

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

OUR ASKS

Transit

- **Light Rail Transit (LRT) Phase 2 Extension Investment Needed: \$2.8B**
 - \$1.4B provincial funding required
 - \$1.4B federal funding required
- **Queen Street - Highway 7 BRT Investment Needed: \$500M**
 - \$250M provincial funding required
 - \$250M federal funding required
- **Third Transit Facilitate Electrification Investment Needed: \$150M**
 - \$75M provincial funding required
 - \$75M federal funding required
- Brampton needs the province to commit to transit electrification by establishing funding programs to complement the federal Zero Emission Transit Fund, for municipalities to implement critical electrification projects.
- In addition to electrifying the third transit facility, funding is needed to implement the following transit electrification projects:
 - Purchase of approximately 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)

*The City is working on cost estimates, the above figures are preliminary.

Riverwalk

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

Health Care

- Continued support from the Ontario Government and speedy approvals are needed to bring Brampton's new second 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 Health Care System (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 recovery 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.

Housing

- 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 development moves forward in a timely manner to meet the new housing target of an additional 113,000 new housing units in Brampton by 2031.
- The City requests the province work with the municipal sector and key stakeholders to ensure implementation of changes in Bill 23 does not put additional burden on the property tax base.
- Brampton calls on the Ministry of Municipal Affairs and Housing to collaborate with the City and the Region of Peel in exploring all available tools, innovations, and opportunities to provide affordable housing options.
 - This includes affordable ownership choices and purpose-built rental units to address the diverse housing needs of all Brampton residents (e.g., first-time home buyers, multi-generational families, new immigrants, seniors, students, etc.).

new centre to life.

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

Economic Development & Innovation

- The Research & Innovation Centre network's funding through MEDJCT has only increased by \$15,000 in the past last seven years, representing a significant constraint for staff retention and programming development
- 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.
- To maximize the impact of the Brampton Entrepreneur Centre and truly meet the diverse needs of our vibrant community, we urgently require a substantial increase in funding.
- Over the years, our core funding has remained stagnant at \$139,000 since 2013, severely limiting our ability to expand programs and adequately support the growing number of businesses in our city. By investing in our vision for growth and innovation, we can unlock the full potential of Brampton's entrepreneurial ecosystem.
- With additional funding, we will be able to hire more highly skilled Business Advisors and establish BEC popups throughout Brampton, ensuring that our services reach every corner of our growing, dynamic, and culturally diverse population.
- In 2024, 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 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

Active Transportation

- A new type of 'bicycle crossover' provides people on bikes the right-of-way over vehicles when crossing low volume roads – similar to the new type of pedestrian crossover introduced in 2016 through the Highway Traffic Act Regulation ON. 402/15.
- Re-introduce a funding stream similar to the Ontario Municipal Commuter Cycling Program to implement active transportation infrastructure and programs as part of the Province's #CycleON Cycling Strategy.

Climate Action

- The City requests the provincial government provide seed funding to the Centre for Community Energy Transformation (CCET).
- Facilitating energy efficiency and greenhouse gases (GHG) reduction, as well as long-term reductions to operational costs of homes and buildings require:
 - o strengthening the Ontario Building Code to increase minimum energy efficiency requirements for new and existing buildings, and/or allow municipalities to require greater than Ontario Building Code performance;
 - o providing funding for residential energy retrofit programs, such as the proposed Peel Residential Energy Program; and,
 - o offering financial incentives for the development of District Energy Systems in urban centres, mobility hubs and intensification corridors.
- Brampton looks to partner with the provincial government to make the necessary investments and policy changes to support a healthy environment, economy and community.
- The City of Brampton is actively exploring opportunities to further advance our plans for deployment of electric vehicles as part of an innovative and sustainable Brampton Fire and Emergency Services.
- 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.

- Improve stormwater management, protect our waterways, and prepare for climate change through:
 - updating provincial guidelines for stormwater management to enhance quality and quantity control requirements; and,
 - providing financial support for programs focused on gray and green infrastructure improvements, such as Brampton's Stormwater Retrofit Program.

Auto Insurance

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

Municipal Fiscal Sustainability

- The City requests the province to use the 2022-23 allocation escalated for inflation, as a minimum for the 2023-24 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 of Ontario work with Brampton Fire and Emergency Services to address fiscal impacts from the NFPA transition and Ontario Fire College Closure.
- The City of Brampton requests the provincial government adjust the heads and beds formula for inflation.
- The City of Brampton supports and endorses the Association of Municipalities of Ontario (AMO) recommendations to the province to address the growing municipal liability and insurance costs, aiming to align municipal liability with the proportionate responsibility for incidents and cap awards.

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

+90,000

**DIVERSE
BUSINESSES**

9TH

LARGEST
City in Canada

4TH

LARGEST
City in Ontario

BUILDING PERMIT ACTIVITY

\$1.73 Billion

Total Construction Value
(2021)

\$2.03 Billion

Total Construction Value
(2022)

\$2.38 Billion

Total Construction Value
(2023)

+37.5%



**ONE OF CANADA'S
YOUNGEST CITIES**

36.5 (AVG, AGE)

**YOUNG, MULTICULTURAL
WORKFORCE**

250 different cultures,
speaking 171 languages

171

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



TRANSIT

- LOCAL INITIATIVES
- REGIONAL IMPACTS
- HURONTARIO LRT EXTENSION
- QUEEN STREET - HWY 7 BRT
- TRANSIT ELECTRIFICATION

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.



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
& ZUM STATION STOPS

45M
RIDERSHIP
FOR 2024



Brampton Transit is the fastest-growing big city transit system in Canada, with ridership significantly outpacing population growth. During the decade leading up to the COVID-19 pandemic (2009-2019), Brampton's ridership grew by 160%, with a 38% increase in the three years (2016-2019) leading up to the pandemic. This ridership growth was unprecedented compared to the average increase in Ontario of 2.3% and the national average increase of 6.9% over the same 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 November 2023, Brampton's year-to-date ridership is approximately 30% higher than pre-COVID levels.



RIDERSHIP GROWTH & RECOVERY

160% ↑ Overall Ridership
2009-2019

38% ↑ Pre-COVID Ridership
2016-2019

30%+ ↑ Ridership Rebound
increase from 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 Brampton has received some funding in the past, it has not received the same level of funding as other municipalities. Refer to chart below for details.

Funding Overview

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

BUILDING BRAMPTON, ENHANCING REGIONAL CONNECTIONS

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

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

The Hazel McCallion line also connects to the Hurontario-Steeles Gateway Mobility Hub, an integral connection in the city and a gateway to the Downtown Brampton Anchor Mobility Hub and Urban Growth Centre.

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

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

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

OUR ASKS

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

\$1.4B – Provincial funding required

\$1.4B – Federal funding required



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

HAZEL MCCALLION LINE LRT PREFERRED TUNNEL ALIGNMENT

The tunnel option has distinct benefits for a vibrant downtown:

- **Time savings.** The tunnel alignment will travel from Steeles along Main Street to Downtown Brampton in about 7 minutes. This is:
 - o almost 40% faster than current Züm BRT service (11 mins)
 - o almost 25% faster than proposed surface alignment of the Hazel McCallion LRT (9 mins)
 - o and almost 3.5x faster for auto trips travelling the same corridor with the surface Hazel McCallion Line LRT (24 mins)
- It is **easier to extend** the line further north along Main Street as intensification builds north of downtown Brampton.

- It will be **more reliable** compared to a surface alignment as all of the supporting infrastructure is underground.
- Peak **ridership will increase** by a further 5% over the surface alignment.

By comparison, the surface alignment:

- Makes it more challenging to harness downtown Brampton as a place-making destination (e.g. Farmers' Market and New Year's Eve celebrations) which would attract more intensification and more passengers on the LRT.
- Will require Main Street to be closed to traffic through the downtown area when maintenance needs to be performed on both the Hazel McCallion Line LRT and other City infrastructure (e.g. street lighting).
- Has various operations and maintenance risks, particularly through Downtown Brampton when the Hazel McCallion Line will be in mixed traffic (e.g. accidents can affect LRT operations or disabled LRT vehicle could stop traffic).
- Has impacts to heritage listed properties close to downtown Brampton.

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 its downtown core, and below are the various projects the Hazel McCallion LRT will support.

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

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 18, 2024 the Committee of 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 as compared to:

- almost 40% faster than current Züm BRT service (11 mins)
- almost 25% faster than proposed surface alignment of

the LRT (9 mins)

- and almost 3.5x faster for auto trips traveling the same corridor with the surface LRT (24 mins)

Following commencement of the TPAP for the tunnel alignment, the next steps in the project will include approval from the Ministry of Environment, Conservation & Parks and forwarding project documents to Metrolinx.

The City will continue to advocate with the federal and provincial 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.

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

Major Downtown Brampton Investments

- Rogers Campus
- Centre for Innovation
- Innovation District
- Algoma University

QUEEN STREET - HIGHWAY 7 BUS RAPID TRANSIT (BRT)

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

The busiest transit corridor in Brampton, serving more than 36,000 transit customers per day!

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 ASKS

Queen Street—Highway 7 BRT
Investment needed: \$500M*
\$250M provincial funding required
\$250M federal funding required

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

The Queen Street 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.

THE QUEEN STREET CORRIDOR

The Queen Street Corridor is expected to see nearly 50% population growth in the next 25 years, having already seen 174% transit ridership growth in the 10 years prior to the pandemic (2009-2019).

Transit demand will continue to increase as the Queen Street Corridor is planned

Queen Street Corridor is expected to see nearly 50% population growth in the next 25 years!

to attract significant growth through revitalization and intensification that will continue transforming the area into a transit and pedestrian oriented district.

The LRT Phase 2 extension, Queen St - Highway 7 BRT, Third Transit Facility and electrification directly support Ontario's Bill 23. The City of Brampton will need provincial support and funding to make these projects a reality.

The Queen St. BRT will help foster intensification along the 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 an emphasis on walking, cycling and transit by adding a higher level of transit service tightly linked to the regional transit network.



Brampton Innovation District GO

Artist Illustration

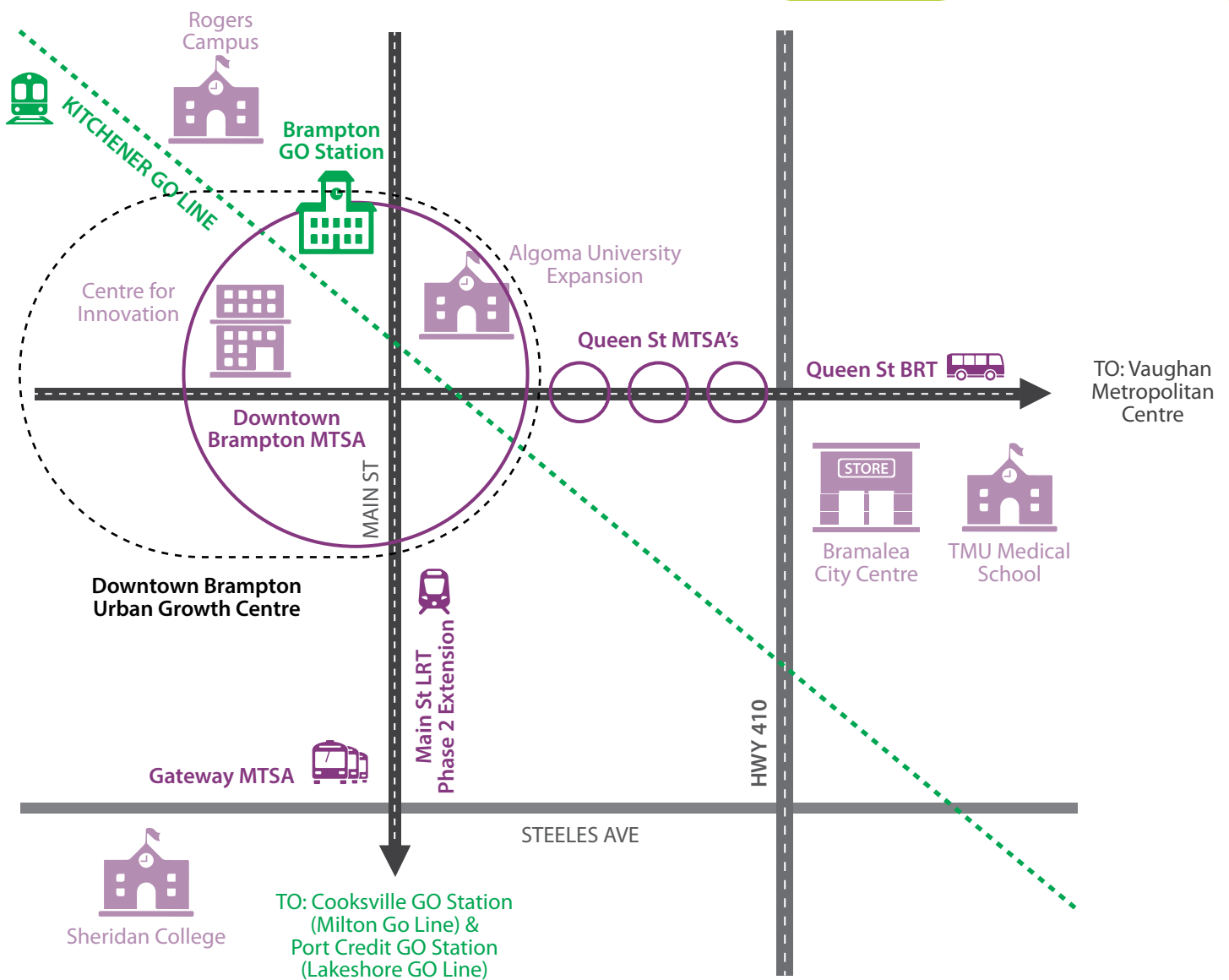
INNOVATION DISTRICT GO STATION AND ALL-DAY, TWO-WAY TRAIN SERVICE

On June 29, 2023, the City of Brampton in partnership with Metrolinx, announced the naming rights agreement for Brampton GO Station, to be renamed Brampton Innovation District GO.

In April 2023, Metrolinx introduced weekend train service on the Kitchener Line, and its popularity is an evidence to the existing demand for two-way, all-day GO train service in Brampton, which in turn will improve connectivity and support economic activity.

OUR ASKS

The City requests that Metrolinx expedite GO Rail Expansion and funding commitments to implement the Regional Express Rail service (Frequent Two-Way All-Day)



CURRENT & ANTICIPATED GROWTH

Data was collected to identify the number of residential as well as Industrial, Commercial and Institutional (ICI) developments located within a 500m radius* along Queen Street (from Mississauga Rd to Highway 50). Please note, these housing numbers are estimates. * A 500m radius represents about a 5-7 min walk

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

Development	Existing	Proposed	Total
Residential	18,305 units	30,000 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 in downtown along the Queen Street Corridor, which further support demand for BRT and directly complement the development and the planned Hazel McCallion Line LRT extension in the downtown core.

Toronto Metropolitan University (TMU) Medical School

- Brampton Civic Centre will welcome a new 250,000 square foot development as the future site of TMU's proposed School of Medicine to accommodate classrooms, offices, research facilities and an integrated health clinic.
- This site was chosen for its accessibility to public transit.
- TMU is also co-chairing the Medtech task force supporting the City's strategic vision of linking the innovation district and startups to the medical school and further elevation innovation and solutions in the Medtech industry.

Rogers Campus

- Rogers Communications office complex resulting in thousands of tech jobs in Downtown Brampton.

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.

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.

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



DECADES OF UNREALIZED POTENTIAL

The City of Brampton is the fastest-growing of Canada's 25 largest cities and one of the youngest with an average age of 36.5 years. Brampton's multicultural workforce boasts a rich background with 250 different cultures, speaking 171 languages positioning the city in an ideal place to attract innovation, as well as stimulate growth and economic development.

After decades of inadequate funding support, the Hazel McCallion LRT and Queen Street - Hwy 7 BRT put in place the critical transit infrastructure to move people along high growth areas, and connect urban growth centres as well as economic activity hubs, while supporting both provincial and federal priorities such as economic growth, housing and sustainability.

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%	+30%

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

✓ - funding received

? - funding requested

THE BIG PICTURE

Investment in higher order transit, including the Hazel McCallion LRT, Queen Street-Hwy 7 BRT, the third facility, and electrification of our transit system ensures Brampton continues to grow and attract well paying jobs, while enabling new growth and development to help meet the provincial policy priorities.

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



TRANSIT ELECTRIFICATION

The City of Brampton is constructing a third transit facility because transit cannot accommodate future growth in its two existing facilities. Brampton's recovery from the pandemic and continued ridership growth has further demonstrated the urgent need for this facility. The City has successfully secured \$175M of funding through the Investing in Canada Infrastructure Program (ICIP) towards the base (non-electrified) phase one of the facility's construction. The design of the phase one base build is currently underway. As the design progresses, the cost of the base facility will become better known.

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

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

OUR ASKS

Third Transit Facility
Electrification - Investment
Needed: \$150M
\$75M provincial funding required
\$75M federal funding required



LEADING IN TRANSIT ELECTRIFICATION

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

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 – largest municipal transit investment to date.

- Submitted a consolidated expression of interest for various electrification projects through ZETF (50% federal funding contribution).
- 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.
- Initiated a Zero Emission Bus Implementation Strategy & Rollout Plan with the 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 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 transit 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.



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)

PROVINCIAL GAS TAX

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

OUR ASKS

The City requests the province to use the 2022-23 allocation, escalated for inflation, as a minimum for the 2023-24 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.

OUR ASKS

Brampton needs the province to commit to transit electrification by establishing funding programs to complement 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)

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



HOUSING

Bill 23, *More Homes Built Faster Act, 2022*

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

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

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

The City calls on the province to take decisive action to ensure proponents deliver on units within a reasonable time frame once approved through the municipal development approvals system. A “use it or lose it” approach for zoning permissions will reduce speculation and ensure timely development of housing projects.

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

OUR ASKS

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

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

HOUSING BRAMPTON

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

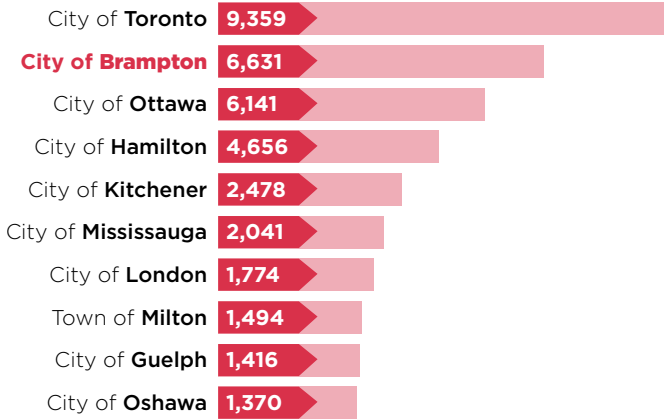
Between 2021 and 2051, Brampton's population is forecasted to increase by another 317,000 residents, which would make the city home to over 1 Million residents. Through extensive consultation undertaken through the 2040 Vision, Official Plan Review process, and Housing Brampton, our residents have identified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

The City has been a committed provincial partner in ensuring our residents have access to the right mix of affordable housing options. Under '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.

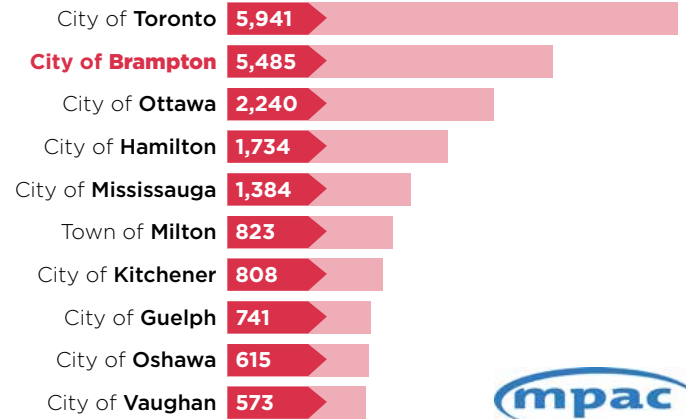
Housing Brampton's overarching principles to guide housing development in Brampton include reducing barriers to supply of housing, making full use of regulatory tools, incorporating equity, collaborating with the non-profit sector, advocating for the right housing, and demonstrating innovation.

BRAMPTON IS ONTARIO'S PER CAPITA LEADER IN HOUSING CONSTRUCTION

Residential building permits in Ontario: Top 10 municipalities



Residential renovations/additions building permits in Ontario: Top 10 municipalities



Number of permits in 2022 Source: "2022 Top 10 municipalities residential building permit insights" - Municipal Property Assessment Corporation

OUR ASKS

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

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

PUBLIC LAND FOR AFFORDABLE HOUSING

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

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

OUR ASKS

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

PURPOSE-BUILT RENTAL HOUSING & ATTAINABLE HOME-OWNERSHIP

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

CITY WIDE HOUSING INCENTIVE PROGRAM

The City recently initiated the development of a Housing Incentive Program - a key action identified in Housing Brampton. The Housing Incentive Program will be a framework of financial tools and incentives to encourage development of purpose-built rental and affordable ownership housing. The program aims to deliver a greater depth of affordability to low and moderate income households in the city, and support the diverse needs of Brampton's residents.

COMMUNITY BENEFITS CHARGES STRATEGY

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

INCLUSIONARY ZONING

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



PARKLAND

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

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

- Poorer quality parkland
 - o 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,
 - o 100% parkland dedication credit for encumbered parkland and POPS.

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

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

OUR ASKS

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

HOUSING ACCELERATOR FUND

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

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. Funding from HAF will support the City in advancing significant work to catalyze growth and development in Brampton, and the financial support from the federal government will be utilized to drive transformational change and create the conditions necessary for the right mix and range of housing supply in the city over the short and long-term.

8 City Initiatives for the HAF

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

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

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

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

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

OUR ASKS

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



**ECONOMIC
DEVELOPMENT
& INNOVATION**

Brampton is in the midst of exciting transformation, as the fastest growing city scales two national centres of excellence in cybersecurity, real time Unity 3D content creation, and transformative planned investments in: innovation, space robotics, e-gaming, medtech, and electric vehicle manufacturing.

INNOVATION DISTRICT

The City of Brampton thanks the provincial government for its continued support to activate the Brampton Innovation District now representing Ontario in The Global Institute on Innovation Districts (GIID). We ask for continued provincial support, including global marketing, for Brampton’s Innovation District to promote a world-class innovation ecosystem anchored by a GO Transit station connecting the talent in Canada’s Innovation Corridor.

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 \$20.5M in its Innovation District, with an additional approximately \$55.2M in investments being drawn in by Innovation District partners. To date, the Innovation District has scaled 217 startups.

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



- | | |
|---|--|
| 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 |



THE GLOBAL INSTITUTE ON INNOVATION DISTRICTS

Is a global-reaching not-for-profit organization dedicated to conducting independent and practice-oriented research on innovation districts—new geographies of innovation emerging primarily in cities and urbanizing areas. Drawing on deep analytics and proven impact, The Global Institute seeks to identify how districts transform into new engines of city and regional economic growth. Brampton now represents Ontario as one of the 43 District Members.

MEDTECH INNOVATION

We thank the province for its support for the TMU School of Medicine. The Brampton Innovation District is scaling 200+ startups, many of which have business models in medical innovation, and in the near future digital medicine. The Osler Health expansion along with TMU School of Medicine will generate new R&D opportunities, new supply chains, and new industry innovations. In May, the City launched its first ever MedTech Task Force to foster investment, research and innovation in Brampton.

The City has built strong partnerships, and many of our partners are steadily growing in demand for their services and supports, such as the Altitude Accelerator. 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.

The Brampton Innovation District, now representing Ontario as a member of the Global Institute on Innovation Districts strengthens the innovation ecosystem in the City. By supporting Regional Innovation Centres like Altitude Accelerator, the district will generate regional investment via Brampton Angels (a not-for-profit organization of accredited investors), while creating high quality jobs in Digital Media, advanced manufacturing, Life Sciences, MedTech, Cleantech, and Agritech.

REALIZING BRAMPTON'S FULL POTENTIAL

Brampton is leading an award-winning, globally recognized Innovation District that is scaling more than 200 startups with more than 150 employees in the core of the Innovation District. The Brampton Innovation District is now the only Ontario representation in the Global Institute of Innovation Districts.

We thank the province for its continued support in Brampton GO stations via investments in Metrolinx to improve the journey to innovation in Brampton. In addition to its continued support with MEDJCT for the Innovation District that supports hundreds of startups, integrates government stakeholders, and raises the profile for potential investors in Brampton to experience the Innovation District as an attractive place to do business.

Strengthen cyber resilience by continuing to support cybersecurity by investing in Rogers Cybersecure Catalyst in its first-of-its-kind efforts to train executive leaders, graduate diverse talent, develop cyber policy, scale startups, and train small and medium enterprises. We thank the Province for its investment from Critical Technology Initiatives.

Continuing the investments in career and talent development pathways in Brampton will generate inclusive future ready jobs. Examples include the Brampton BReady Talent Platform, the Metrolinx collaborations, and the designated learning institutions offering industry-ready post-secondary training in areas such as health and medicine, cybersecurity, business, and advanced manufacturing.

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

The new BReady Talent Platform, launched in July 2023, is a virtual marketplace connecting talent with employers hiring for tech and business roles in Brampton. Focused on helping new immigrants, recent graduates, and individuals from racialized communities gain meaningful employment, the platform matches candidate profiles with relevant employers hiring for full-time roles. The BReady platform is presented by TMU Brampton Venture Zone, Brampton Board of Trade and Talent Accelerator at TMU. We thank the province for its investments to date to create industry-ready talent in developing the BReady talent platform.

GROWING PARTNERSHIPS FOR SKILLS AND TALENT

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

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

OUR ASKS

Enhance innovation by supporting the Brampton Innovation District - now representing Ontario as a member of the The Global Institute on Innovation Districts - by supporting Regional Innovation Centres like Altitude Accelerator to generate regional investment via Brampton Angels, while creating high quality jobs regionally and globally in critical fields like Digital Media, advanced manufacturing, Life Sciences, MedTech, Cleantech, and Agritech.

BRAMPTON ENTREPRENEUR CENTRE

First Stop in an Entrepreneur’s Journey

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

As Brampton experiences rapid growth at a rate of 10.6%, the demand for our services has significantly increased, placing a strain on our staff and resources. Small businesses in the City of Brampton can grow by increasing funding from the province for core service delivery at the Brampton Entrepreneurship Centre, as well as increasing grant funding for Starter Company Plus and Summer Company Programs. Brampton’s pace of growth into 2024 may see Brampton with 100,000 businesses in addition to its population growing at 10.6%. Increasing the provincial funding to Brampton Entrepreneurship Centre well in advance of April 1, 2024 ensures its staff can deliver excellence in programming, inclusivity, business support, workshop development, funding, mentorship while ensuring continuity of services.

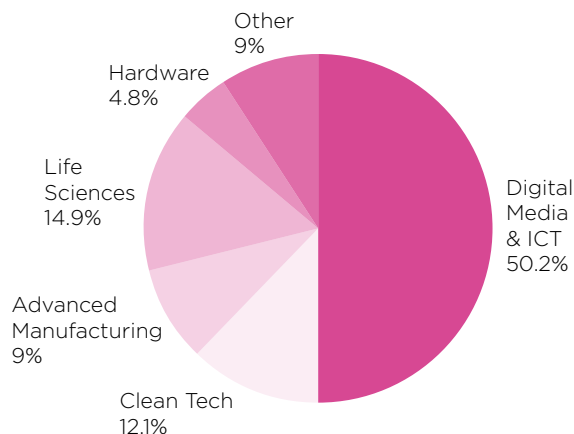
Over the past six years, thanks to provincial funding, the Brampton Entrepreneur Centre has achieved remarkable results:

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

The Altitude Accelerator Impact

\$575M Total Funding	\$421M Revenue	2520+ Jobs in 2020
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Client Portfolio:



OUR ASKS

To maximize the impact of the Brampton Entrepreneur Centre and truly meet the diverse needs of our vibrant community, we urgently require a substantial increase in funding.

Over the years, our core funding has remained stagnant at \$139,000 since 2013, severely limiting our ability to expand our programs and adequately support the growing number of businesses in our city.

By investing in our vision for growth and innovation, we can unlock the full potential of Brampton's entrepreneurial ecosystem. With additional funding, we will be able to hire more highly skilled Business Advisors and establish BEC popups throughout Brampton, ensuring that our services reach every corner of our growing, dynamic, and culturally 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 three areas:

1. **Cyber Range**, one of very few in Canada, provides an ultra-realistic environment for experiential learning.
2. **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.
3. **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.

We thank the province for its investment from the Critical Technology Initiatives fund. 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.



ROGERS
cybersecure
catalyst

OUR ASKS

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.





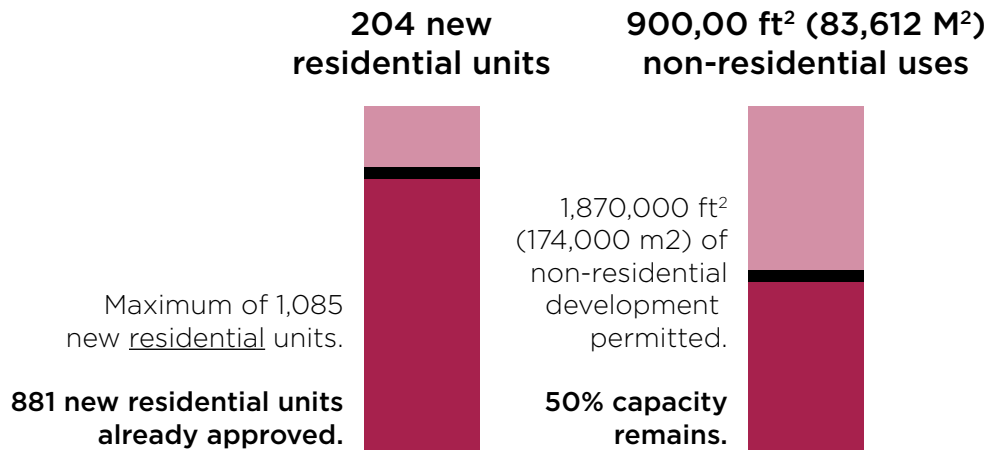
RIVERWALK

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

DEVELOPMENT POTENTIAL

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

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



Riverwalk - Return on Investment

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

TRANSFORMING OUR DOWNTOWN

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

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

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

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

Unlocking Potential and Growth

FLOOD MITIGATION DOWNTOWN BRAMPTON

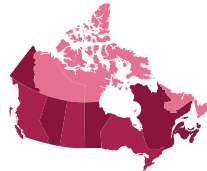


17,700 + PERSONS
76% INCREASE



23,800 + JOBS
62% INCREASE

RIVERWALK CONSTRUCTION



adds \$256 MILLION
to CANADIAN ECONOMY



creates 2,200
FULL-TIME JOBS

RIVERWALK DEVELOPMENT



UNLOCKS **3.6 MILLION sq.ft**
RESIDENTIAL/RETAIL/COMMERCIAL SPACE

\$1.4 BILLION
GDP
IMPACT

12,000
PERSON
YEARS OF
EMPLOYMENT

HOUSING AND THE SPA REMOVAL

12,890

NEW RESIDENTIAL UNITS

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



1,227

RESIDENTIAL UNITS CURRENTLY PROPOSED
IN THE RIVERWALK STUDY AREA

THE INVESTMENT

Phase One of Riverwalk, valued at \$107M, includes design and construction of flood protection works and the subsequent removal of the SPA and its associated planning restrictions. This removal will support the unlocking of downtown Brampton.

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

OUR ASKS

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



**ACTIVE
TRANSPORTATION**

Brampton is a green city. 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 62 kms of new cycling infrastructure, and currently boasts a network of over 600 kms of bike lanes, multi-use paths, and recreational trails. In 2023, the City is planning for the implementation of an additional 29 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.

TRANSIT ORIENTED COMMUNITIES

The province indicated it is focused on bringing faster, more reliable and seamless transit to the Greater Golden Horseshoe. This includes expansion of the GO Transit network, delivering four new priority subway projects, and investment in higher order transit. The Provincial Transit-Oriented Communities Program is building vibrant, mixed-use communities to bring more housing, jobs, retail, public amenities and entertainment within a short distance of transit stations. These transit-oriented communities, and other transit development opportunities, will be located along the province's four subway projects, GO Transit and Light Rail Transit (LRT) projects. While Brampton is excited for this approach, given our Hazel McCallion LRT to Brampton GO Station, and the Queen Street BRT projects, it is important to include active transportation in this approach, as it provides a solution to the issues relating to the first and last mile of a transit trip.

INTER-REGIONAL CONNECTION

The City is undertaking the necessary due diligence/ review to develop a design for the following interregional cycling connection:

- 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 existing industrial land adjacent to the north side of Steeles.

One of the key goals of the City's Active Transportation Mater Plan is to improve access to transit and provide viable active transportation options for the 'first and

last mile'. There are a number of ongoing and planned active transportation initiatives to support major transit investments in the city through first and last mile connections. The Kitchener to Toronto regional GO Transit rail service line runs through Brampton, and the City has established its Züm bus rapid transit network which are key infrastructure pieces benefiting from the City's investment in walking and cycling infrastructure in the vicinity of transit stations and the recent introduction of shared micromobility in the city.

PRIORITY NETWORK & THE 'B' LOOP

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

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

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

The loop would link to Downtown Brampton, Heart Lake Conservation Area, Franceschini Bridge, Kennedy Valley/Brampton Sports Park, Bramalea Limited Community Park, Chinguacousy Park, Peel Village, and several recreation centres and schools. The loop would be promoted and marketed by the City and regional partners as a safe, user-friendly route for riders of all ages and abilities.

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 2022, the City of Brampton implemented proper crossings (pedestrian crossings, signalized crossings or uncontrolled crossings) at 11 locations where recreational trails or primary park paths intersect with existing roadways and in 2023, plan to implement an additional 45 crossings.



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.

OUR ASKS

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

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



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



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, and achieving energy efficiency and Greenhouse Gas (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 provincial government to help revitalize natural spaces and the urban tree canopy. Brampton looks to the provincial government to play a strong supportive role in advancing our climate action priorities.

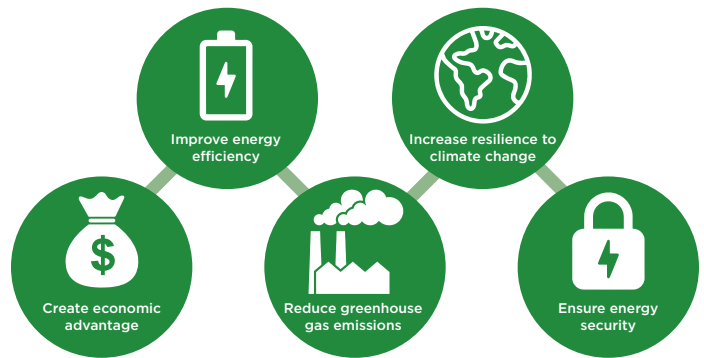
Guided by the recently updated Brampton Grow Green Environmental Master Plan, the Community Energy and Emissions Reduction Plan, and Energy and Emissions Management Plan 2019-2024: A Zero Carbon Transition, the City is taking action on climate change.

- 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 Energy Transformation (CCET) to advance local climate actions.

Community Energy and Emissions Reduction Plan (CEERP)

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

Community Energy and Emissions Reduction Plan Goals



The 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, the 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.

Centre for Community Energy Transformation (CCET)

CCET is a not-for-profit, community-based organization to accelerate Brampton's transition to a low-carbon future. CCET will focus 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, has set up this organization to accelerate the transition to a low carbon region. Successful establishment of CCET will require additional funding from the provincial and federal government.

The City of Brampton and the Region of Peel have provided funding but additional funding is required to scale up and maximize impact.

OUR ASKS

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

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

- strengthening the Ontario Building Code to increase minimum energy efficiency requirements for new and existing buildings, and/or allow municipalities to require greater than Ontario Building Code performance;
- providing funding for residential energy retrofit programs, such as the proposed Peel Residential Energy Program; and,
- offering financial incentives for the development of District Energy Systems in urban centres, mobility hubs and intensification corridors.

Climate Change Adaptation Plan (CCAP)

The Climate Change Adaptation Plan is intended to evaluate, guide, and integrate diverse policies, programs, and activities of the City, conservation authority partners, and other stakeholders to ensure our collective efforts are directed towards the long-term health and climate resilience of Brampton. The CCAP will deliver a detailed five-year Climate Change Adaptation Plan that directs updates to Brampton's policies, plans, programs, practices, and procedures and aligns with national and international climate change goals and objectives. The plan will help reduce our vulnerabilities to climate change through a series of recommended actions to improve our resiliency and ensure communities are prepared for future impacts.

OUR ASKS

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

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 per cent of the City's annual GHG emissions. Susan Fennell Sportsplex (formerly South Fletcher's Sportsplex) has been identified as one of the City's top five GHG emitters. This facility is also one of the City's largest multi-use recreational facilities at about 173,000 square feet and most of the major building systems are at the end of

their useful life. As such, Susan Fennell Sportsplex provides an opportunity to transform the recreation centre into a zero carbon facility to support meeting the City's corporate emission targets.

In 2021 Johnson Controls Canada LP was selected as the design-builder to execute the retrofit at Susan Fennell Sportsplex, which is currently in the design phase. Council has approved the project and construction will begin in the spring.

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

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.

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

The City received \$15.7M in federal funding for Deep Energy retrofits to Susan Fennell Sportsplex \$10M investment for Community Buildings Retrofit.

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

Greening our Fleet & Supporting Electric Vehicle Uptake

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

The City has also installed over 65 public charging stations for electric vehicles across community centres, facilities and administrative buildings. Availability and accessibility of green vehicle ownership data from the Ministry of Transportation is essential to developing our broader plan for public stations.

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

The City also received \$1.72M in federal funding for Electric Vehicle (EV) infrastructure.

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



BRAMPTON FIRE ELECTIFICATION

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

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

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

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

The new electric fire truck will be stationed at the new, state-of-the-art Brampton Fire and Emergency Services Headquarters and Training Centre.

The City is looking at eight additional electric vehicles within the next four years.

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

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

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

Brampton Eco Park

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

The City received \$1.2M in federal 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 to the Credit River Valley will be a prominent, publicly accessible centre for environmental learning and outdoor recreation.
- **Riverwalk:** A large and innovative long-term flood mitigation project in the heart of Brampton integrating the Eco Park principles.
- **Lake Enhancement Strategy:** A strategy to enhance the city's lakes and transform them into signature features of Brampton's Eco Park.

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



2020 → 2040
A conceptual image of the evolution of Brampton Eco Park

OUR ASKS

The City requests the provincial government deliver funds to municipalities to improve parks and other open spaces to provide nature-based play, and restore ecosystems, such as the Eco Park Education Centre, the proposed Fallingdale, Earnscliffe, and Eastbourne Parks Eco Space Retrofit projects in the Bramalea area of Brampton.

Stormwater Infrastructure Improvement

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

The City has reviewed these areas and identified opportunities for new stormwater management infrastructure to be installed to capture pollutants from urban runoff before entering the natural environment. Overall, these retrofits will provide additional stormwater control and treatment in under-served neighbourhoods to be more prepared for climate change. The City welcomes the the \$200M new Housing-Enabling Water Systems Fund announced through the 2023 Fall Economic Statement. Additional funding can help the City accelerate and expand the scope of the Stormwater Retrofit Program to include additional opportunities.

OUR ASKS

Improve stormwater management, protect our waterways, and prepare for climate change through:

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



MUNICIPAL FISCAL SUSTAINABILITY

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

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

OUR ASKS

The City of Brampton requests the government work with local municipalities to identify and put forward a government model and solutions that ensure best and most efficient service delivery, while protecting Brampton taxpayers and ensuring fairness for our residents.

BRAMPTON FIRE AND EMERGENCY SERVICES

Fiscal Impacts of Regulatory Changes

National Fire Protection Association Transition

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

The legislation was temporarily rescinded to allow for each fire department to develop and implement a transition plan. In July of 2022, the legislation was reintroduced. There is a significant training gap between the OFSS and the NPFA Professional Qualifications requiring all employees to be evaluated and receive updated skills training, testing and annual competency. This transition equates to approximately 1,900 hours per employee, covering all applicable NFPA standards.



Ontario Fire College Closure

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

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

OUR ASKS

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



HEADS & BEDS LEVY

This levy is charged at \$75 per head/bed and has remained unchanged for over 35 years. If it had kept up with inflation the rate would be at \$160.23 in 2022.

In 2023, six institutions paid total levies of \$835,875, of which the City of Brampton retained \$441,541, and \$394,334 was received by the Region of Peel. Should the levy be adjusted to inflation, the total levy would more than double to \$1,381,824.

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

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

OUR ASKS

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

JOINT & SEVERAL LIABILITY

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

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

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

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

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



AUTO INSURANCE

Fiscal capacity of our residents has direct impact on their quality of life and the city itself. In 2020, Brampton residents had the highest rates in Ontario, ranking fourth highest in 2021. By 2023, Brampton drivers were paying more for auto insurance than anyone else in Ontario, with the city holding the highest auto insurance premiums as of May 2023.

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

OUR ASKS

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



HEALTH CARE

Brampton continues to experience significant health care capacity pressures due to the area's rapid population growth, aging demographics, high prevalence of chronic disease, and historical funding inequities. The community's need for health care 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 Brampton's new second hospital 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 is urgently needed to support accessible, quality care for Brampton residents, bridge the current service gap, and ensure the needs of the growing community can be met. As the health care system continues to emerge from the impacts of the pandemic, hospital patients are now arriving sicker and in need of longer stays.

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.

Mental Health and Addictions

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

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

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

OUR ASKS

Continued support from the Ontario Government and speedy approvals are needed to bring Brampton's new second hospital to life for the community.

SUPPORT FOR MEDICAL SCHOOL DEVELOPMENT

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

STROKE CARE

Our diverse community experiences some of the highest rates of stroke in Ontario, and with Ontario's top rate of growth in residents 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 recovery 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 providing a planning grant for a third hospital in Brampton.

BRIDGING THE GAP

Building on Provincial Investments in Brampton's Health Care

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



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



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