



June 24, 2020

The Honourable Catherine McKenna, P.C., M.P.
Minister of Infrastructure and Communities
107 Catherine Street
Ottawa, ON K2P 0P4REFERRAL TO _____
RECOMMENDED _____
DIRECTION REQUIRED _____
RECEIPT RECOMMENDED _____

Re: National Active Transportation Strategy and COVID -19 Economic Stimulus

Dear Minister McKenna,

The City of Brampton, along with many other Canadian cities, has begun to invest in active transportation as a key ingredient for building vibrant, healthy, and sustainable communities. The challenge of effectively meeting the mobility needs of a growing population is a shared experience of many Canadian cities, and finding solutions that also support economic, health, and environmental objectives is essential. The current Covid-19 pandemic has provided an opportunity and highlighted the importance and the imperative of providing effective active transportation infrastructure, and its attendant diverse range of personal and community benefits. On behalf of City Council, I am requesting that the Federal Government include an allocation of funding specifically to support cycling infrastructure as part of its economic stimulus investment post Covid-19.

The City of Brampton's 2040 Vision: Living the Mosaic documents a bold new aspiration and approach to guide Brampton's evolution over the next quarter century. Based on extensive public consultation, the Vision addresses all aspects and priorities that are a key to the City's future. It is about the environment, jobs and urban centres, neighbourhoods, mobility, social matters, health, along with arts and culture. In the matter of transportation, Brampton's 2040 Vision states that the City will be "a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling, and transit."

Brampton's Official Plan and Transportation Master Plan support an increased focus on Active Transportation (i.e., cycling, walking, rolling) as a way to address environmental concerns, current and long-term transportation network capacity challenges, health issues, and the development of sustainable and "complete" communities.

The City recently endorsed its inaugural Active Transportation Master Plan which recommends pedestrian and cycling infrastructure, policies, and programs to support Brampton's 2040 Vision. The Active Transportation Master Plan includes an implementation strategy to build a pedestrian and cycling network that is connected across the City (and to neighbouring municipalities), that enables



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safe and convenient travel by non-motorized modes, and that encourages cycling as a viable means of transportation for both recreational and utilitarian purposes for people of all ages and abilities.

The City's proposed 2041 active transportation network which has been costed at a value of approximately \$126.6M is not yet fully funded. The City has begun investing in enhancements to the existing active transportation network by resolving critical gaps with proper pedestrian and cycling crossings and commencing implementation of the first phase of a priority cycling network. Furthermore, the City has fast-tracked the implementation of bike lanes along the Vodden Street corridor through an interim installation, providing an alternative cycling option to recreational trails, and allowing cyclists to maintain physical distancing due to COVID-19.

Traditionally, cycling infrastructure has been funded at the municipal level, however the introduction of the Pan-Canadian Framework on Clean Growth and Climate Change has established a clear set of actions to address the transportation sector which accounted for about 23 percent of Canada's emissions in 2014, mostly from passenger vehicles and freight trucks. One of the actions of the Clean Growth and Climate Change plan is "shifting from higher- to lower-emitting modes and investing in infrastructure" which includes things like riding public transit or cycling instead of driving a car.

The City of Brampton, in partnership with Sheridan College, is developing a Community Energy and Emissions Reduction Plan (CEERP). This Plan aims to integrate efforts of the municipality, local utilities and community stakeholders and create a roadmap that will improve energy efficiency, reduce greenhouse gas emissions, ensure energy security, create economic advantage, and increase resilience to climate change. CEERP recognizes the need for a shift in travel behaviour, as transportation accounts for 50 percent of all energy costs and emissions in Brampton.

As Canada begins its recovery from the COVID-19 pandemic, government stimulus spending will play a critical role in helping the economy recover. The City of Brampton supports the creation of a national urban cycling infrastructure fund of at least \$265 million as part of a COVID-19 economic stimulus package to be distributed over the next two years to Canadian cities. Based on advocacy work that has been done in Calgary (Red Mile Complete Street Advocacy Group, letter to Minister of Infrastructure and Communities, April 30, 2020), this amount represents a reasonable starting point for funding to communities to advance active transportation projects.

Funding through an economic stimulus package would provide the necessary impetus to help deliver the City's Active Transportation network which supports the shift from higher- to lower-emitting modes of transportation.

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Cycling infrastructure such as (but not limited to) on-road facilities confers a distinct advantage in terms of effectively leveraging stimulus spending. Such projects can commence with shorter lead times and typically are not overly complex, which in turn makes them attractive bidding opportunities for many contractors, most of whom have been negatively affected by work

slowdowns and stoppages as a result of the current Covid-19 pandemic. Furthermore, construction of many urban cycling facilities involves the relatively straightforward modification of existing roads, and such projects can continue later into the typical construction season, allowing Canadians to keep working for as long as possible, as we look forward to transitioning to a post-pandemic world.

We are excited to hear of the Federal Government's recent announcement to establish a national active transportation strategy. We fully support the initiative and encourage the inclusion of longer-term sustainable funding to implement active transportation infrastructure and programs in our towns and cities. This, too, is a key ingredient in moving forward to build safe, healthy, and sustainable communities for generations to come. Consideration for a Covid-19 economic stimulus would be the first step in helping Canada to move successfully in this direction.

Thank you for considering our comments and we look forward to working with our Federal and Provincial partners on the potential for cycling infrastructure stimulus funding and the development of a national active transportation strategy.

Sincerely,



Patrick Brown
Mayor

cc: Ramesh Sangha, MP Brampton Centre
Maninder Sidhu, MP Brampton East
Ruby Sahota, MP Brampton North
Sonia Sidhu, MP Brampton South
Kamal Khera, MP Brampton West
Prabmeet Sarkaria, MPP, Brampton South
Amarjot Sandhu, MPP, Brampton West



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Sara Singh, MPP, Brampton Centre
Gurratan Singh, MPP, Brampton East
Kevin Yarde, MPP, Brampton North
Chairman Nando Iannicca, Region of Peel
Mayor Bonnie Crombie, City of Mississauga
Mayor Allan Thompson, Town of Caledon
Other GTHA regional and area municipalities
Mayor Cam Guthrie, City of Guelph, Chair, Large Urban Mayor's Caucus of Ontario
Mayor Jamie McGarvey, President, Association of Municipalities of Ontario
Councillor Bill Karsten, President, Federation of Canadian Municipalities
Deborah Martin-Downs, CAO, CVCA
John MacKenzie, CEO, TRCA
Brampton Cycling Advisory Committee

Encl: City Council Minutes for May 13, 2020: Resolutions C167-2020 and C16

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A motion, moved by Regional Councillor Santos and seconded by Mayor Brown, was introduced, with the operative clauses as follows:

THEREFORE be it resolved that:

- a) the Mayor on behalf of the City write a letter to the Federal Government supporting the creation of a national urban cycling infrastructure fund of at least \$265 million as part of a COVID-19 economic stimulus package to be distributed over the next two years to Canadian cities;
- b) the City support the Federal Government's recent announcement to establish a national active transportation strategy, and advocate for the inclusion of longer term sustainable funding to implement active transportation infrastructure and programs;
- c) the City of Brampton bring forward this matter for discussion at the forthcoming conferences of the Association of Municipalities of Ontario and the Federation of Canadian Municipalities;
- d) this letter be shared with the Region of Peel and neighbouring GTHA municipalities as an encouragement towards a collaborative advocacy to the Federal Government for a national urban cycling infrastructure stimulus fund.

Mayor Brown and Councillor Santos provided an overview of the motion.

An amendment to the motion was introduced by City Councillor Bowman to include the "Brampton Cycling Advisory Committee" for discussions on this matter (addition to clause c). The amendment was accepted by the mover.

The motion, as amended, was considered as follows.

C167-2020 Moved by Regional Councillor Santos
Seconded by Mayor Brown

WHEREAS on September 25, 2019, Brampton Council approved the City's inaugural Active Transportation Master Plan; and

WHEREAS the Active Transportation Master Plan recommends pedestrian and cycling infrastructure, policies, and programs to support Brampton's 2040 Vision for a mosaic of safe, integrated transportation choices and new modes, contributing to civic sustainability, and emphasizing walking, cycling, and transit; and

WHEREAS the Active Transportation Master Plan includes an implementation strategy to build a pedestrian and cycling network that is connected across the City (and to neighbouring municipalities), that enables safe and convenient travel by non-motorized modes, and that

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encourages cycling as a viable means of transportation for both recreational and utilitarian purposes for people of all ages and abilities; and

WHEREAS the City's proposed 2041 active transportation network which has been costed at a value of approximately \$126.6M is not yet fully funded, and that funding through an economic stimulus package would provide the necessary impetus to help deliver the network; and

WHEREAS the City has already invested in enhancing the existing AT network by completing critical gaps with proper pedestrian and cycling crossings, and commencing implementation of the first phase of a priority cycling network (including an East-West Cycling Corridor along Vodden Street and Howden Boulevard); and

WHEREAS effective April 18, 2020, the City of Brampton fast-tracked the implementation of bike lanes along the Vodden Street corridor through an interim installation, providing an alternative cycling option to recreational trails, and allowing cyclists to maintain physical distancing due to COVID-19; and

WHEREAS when the country begins its recovery from the COVID-19 pandemic, government stimulus spending will play a critical role in helping the economy recover; and

WHEREAS urban cycling infrastructure such as (but not limited to) on-road infrastructure holds a distinct advantage in terms of stimulus spending because projects can commence with shorter lead times and typically are not overly complex, which opens up bidding to the largest number of contractors; and

WHEREAS construction of some urban cycling infrastructure involves the modification of existing roads, such projects can continue later into the typical construction season, allowing Canadians to keep working for as long as possible; and

WHEREAS the City of Brampton is the 9th largest city in Canada and can lead by example by being a role model and champion for supporting active transportation as a key element in building sustainable and livable communities; and

WHEREAS the City of Brampton should actively continue to explore all funding opportunities that support the implementation of active transportation infrastructure and programs in support of the 2040 Vision.

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THEREFORE be it resolved that:

- a) the Mayor on behalf of the City write a letter to the Federal Government supporting the creation of a national urban cycling infrastructure fund of at least \$265 million as part of a COVID-19 economic stimulus package to be distributed over the next two years to Canadian cities;
- b) the City support the Federal Government's recent announcement to establish a national active transportation strategy, and advocate for the inclusion of longer term sustainable funding to implement active transportation infrastructure and programs;
- c) the City of Brampton bring forward this matter for discussion at the forthcoming conferences of the Association of Municipalities of Ontario and the Federation of Canadian Municipalities; and with the Brampton Cycling Advisory Committee;
- d) this letter be shared with the Region of Peel and neighbouring GTHA municipalities as an encouragement towards a collaborative advocacy to the Federal Government for a national urban cycling infrastructure stimulus fund.

Carried

The following motion was considered.

C168-2020 Moved by Regional Councillor Santos
Seconded by Regional Councillor Vicente

That the correspondence from Jeff Binks, Lead Advocate, Red Mile Complete Street Advocacy Group, dated April 30, 2020, to the Council Meeting of May 13, 2020, re: **National Urban Cycling Strategy and COVID-19 Economic Stimulus**, be received.

Carried

18.3. Discussion Item at the Request of Regional Councillor Palleschi re **CIP Program**.

Regional Palleschi suggested that a virtual workshop be held to inform Council of progress on the CIP Program, to include representatives from the Region of Peel.

Staff provided a brief overview of work to date on a City-wide CIP Program, and agreed to organize a virtual workshop on this topic.