



# City of Brampton 2025 Federal Election Priorities

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# TRANSIT

The City of Brampton is the fastest-growing of Canada’s 25 largest cities. To address this rapid growth, we are creating a modern, integrated transit system by enhancing regional transit connections, increasing connectivity to transit infrastructure, offering sustainable transportation alternatives, and implementing advanced and environmentally friendly technologies.

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 three-year period (as per the Canadian Urban Transit Association).

Brampton Transit is also the first transit system in the country to not only fully recover but also exceed its pre-pandemic ridership levels. As of July 2024, Brampton’s year-to-date ridership is over 40% higher than pre-COVID levels.

With Brampton becoming the third largest city on Ontario and seventh in Canada, fair and adequate funding for public transit will contribute to vital infrastructure in our community and help build complete and connected neighbourhoods, while supporting economic recovery. It is critical that allocation-based funding formulas account for ridership and population growth in rapidly growing municipalities to reflect and help address growth driven pressures on services and infrastructure needs.

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.

Investing in Canada Infrastructure Program (ICIP) Funding Comparison			
Municipality	Population (2023)*	Ridership (2023)*	ICIP Funding (based on 2015 ridership*)
Mississauga	756,000	39.2M	\$621M
London	430,000	18.4M	\$376M
Hamilton	600,000	19.1M	\$375M
York Region	1,258,000	21.5M	\$373M
<b>Brampton</b>	<b>685,000**</b>	<b>40.9M</b>	<b>\$351M</b>

\* All ridership and population data is based on the Canadian Urban Transit Association (CUTA) Fact Book.

\*\* Per Statistics Canada, Brampton’s 2023 population was approximately 745K, significantly higher than what was reported to CUTA.





## COMPLETION OF THE HAZEL MCCALLION LINE

The recent commitment by the federal government to fund the completion of the tunneled LRT extension brings together all three levels of government to advance this critical project. The Province has announced that they will be moving forward with work to extend the LRT into downtown Brampton and plans to tunnel a portion of the Brampton segment. This is a game-changer for Brampton and the City greatly appreciates the federal commitment.

It is important to note that the federal funding contribution towards the tunneled extension of the Hazel McCallion line is being funded through the Metro Region Agreement stream of the Canada Public Transit Fund (CPTF). As such, it is critical that the CPTF program remains in place following the upcoming federal election.



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

## **ASK**

The City asks the federal government to commit to maintaining the Canada Public Transit Fund, which is providing the funding to support this critical project. We look forward to the federal government delivering on its commitment to fund the LRT tunnel extension.

## **ASK**

The City of Brampton is asking the federal government to commit to changing funding formulas to better reflect actual transit ridership numbers and use most recent statistics Canada population data for funding allocations.

## **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.

## **EXTENSION INVESTMENT NEEDED: \$2.8B**

\$1.4B - Provincial funding required

\$1.4B - Federal funding required

## 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 Queen Street-Highway 7 BRT project will improve connections between the Downtown Brampton Urban Growth Centre, the Bramalea City Centre area, the Urban Growth Centre at Vaughan Metropolitan Centre, as well as the large concentrations of employment in East Brampton and Vaughan. The Queen BRT is also needed to support the City housing goals, with most of the City's Major Transit Station Areas planned along the corridor.



### WHY BRT ON QUEEN?

- **Highest growth corridor in Brampton.**
- **More than 36,000 transit customers per day.**
- **50% population growth anticipated in the next 25 years.**
- **168% ridership growth in the 10 years prior to the pandemic (2009-2019).**

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.

## FUNDING REQUEST

**Queen Street—Highway 7 BRT Investment needed: \$684M\***

**\$342M - Provincial funding required**

**\$342M - Federal funding required**

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

## TRANSIT ELECTRIFICATION

The City of Brampton committed to transit electrification. The electrification of transit is a critical milestone in Brampton's journey to reduce greenhouse gas emissions (GHGs) generated by 80% of 2016 levels by 2050. The implementation of up to 450 Zero Emission Buses (ZEBs) is 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.

The City 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 City is also working with senior levels of government to obtain the \$150M required to electrify this new facility for Brampton Transit to accommodate additional electric buses in its fleet. The City has submitted a \$75M capital application through the Zero Emission Transit Fund and received positive feedback from Housing, Infrastructure and Communities Canada.

In addition to the electrification of the third facility, the City has also submitted a \$345M capital application through the ZETF for the following key components of Brampton's Zero Emission Mobility Program:

- \$270.9M for the purchase of zero emission buses (primarily battery electric), in coordination with approved Canada Infrastructure Bank Zero Emission Bus Initiative financing
- \$67.5M for the electrification retrofit of Brampton's two existing bus depots
- \$5.6M for on-street infrastructure to support opportunity charging
- \$1M for battery replacements on Brampton's current battery electric bus fleet

In parallel, the City is also continuing to advocate for provincial funding support towards these critical projects, as well as actively exploring other options such infrastructure financing and possible P3 partnerships.

## ASK

The City of Brampton is committed to transit electrification. To deliver on Brampton's ambitious transit electrification goals, it is critical that the City's ZETF capital applications are approved in a timely manner. It is also essential that the federal government maintains both the Zero Emission Transit Fund and the Canada Infrastructure Bank ZEB Financing Initiative, and that both programs are extended until at least 2030, following the upcoming election.

## FUNDING AND COLLABORATION REQUEST

Brampton needs the federal government 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 approx. 250 ZEBs (40ft and 60ft) - **\$271M (\$542M total costs)**
- On-Street Charging Infrastructure - **\$5.5M (\$11M total costs)**
- Existing Facility Electrification Retrofits - **\$67.5M (\$135M total)**

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



ELECTRIC BUS CHARGE STATION

CHARGE  
STATION

LOADING  
BUS IS CHARGING

Brampton Transit  
POWERED BY ELECTRICITY

SIEMENS  
Canada

BRAMPTON TRANSIT

2151  
Canada

ELECTR

502-981

Brampton Transit  
POWERED BY ELECTRICITY

2151

Bram

POW



# HOUSING

The City of Brampton is the fastest growing of Canada's 25 largest cities and represents 90% of the net population growth within the Region of Peel between 2016 and 2021, according to Statistics Canada. Recently, the population of Brampton has surpassed Mississauga for the first time since our municipalities were incorporated. This means Brampton is now the third-largest city in Ontario, behind Toronto and Ottawa.

By 2051, Brampton's population is forecasted to increase by an additional 317,000 residents, which would make the City home to over one million residents. Through extensive consultation undertaken through the 2040 Vision, Brampton Plan (the City's new Official Plan) and Housing Brampton, our residents have identified significant challenges in keeping up with the rising costs of living. One of the main drivers is the increased cost of housing across Brampton.

Currently, housing costs are escalating at unprecedented rates and rising real estate prices in Brampton are a significant barrier, particularly for young adults, seniors, low and middle-income families, and vulnerable populations.

The City has been a committed federal partner in ensuring our residents have access to the right mix of affordable housing options. Under Brampton's municipal housing pledge, 'Housing Brampton,' the City has been working to improve housing affordability, diversifying our housing stock, and applying innovative approaches to address the housing needs of our residents.

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

## HOUSING ACCELERATOR FUND

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

The City 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.

To date, the following projects will be supported by the HAF:

- Habitat for Humanity - 12 affordable ownership townhouse units
- Habitat for Humanity - 15 affordable ownership townhouse units
- Home Opportunities - 70 affordable ownership apartment units
- Niwaas - 40 affordable rental units



## **EIGHT CITY INITIATIVES FOR THE HOUSING ACCELERATOR FUND**

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

## **ASK**

The City of Brampton is requesting the federal government commit to disbursement of all funding allocated to support the City's housing priorities.



# NATIONAL PROSPERITY PARTNERSHIP

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 federal government to ensure we have the financial capacity to deliver for our residents.

Throughout this election campaign, the Federation of Canadian Municipalities (FCM) is advocating to all parties on the need for a National Prosperity Partnership and the key issues affecting Canadians. Top priorities include:

- Support local economic growth and resilience
- Invest in infrastructure renewal
- Achieve housing affordability
- End homelessness with local solutions
- Keep communities safe
- Build climate resilient communities
- Support thriving rural, remote and northern communities

This election is an opportunity to have a national conversation about how Canada funds and enables economic growth. The path forward is clear:

- A long-term approach to aligning infrastructure, housing, and workforce investments with Canada's economic priorities and enabling local capacity to deliver.
- An intergovernmental conversation on aligning municipal resources with the scale of today's intersected challenges—housing, public safety, climate resilience, and infrastructure.
- A commitment to regular, high-level engagement between the Prime Minister and municipal leaders to align economic strategies.

## UPDATE FUNDING FORMULA

Recently, the population of Brampton has surpassed Mississauga for the first time since our municipalities were incorporated. This means Brampton is now the third largest city in Ontario, and the seventh-largest city in Canada. Our rapid population growth results in a significant pressure on municipally delivered services, including transit. The City requires collaboration and adequate funding to manage our population growth and ensure high quality of services our residents depend on and expect.

### ASK

Support the call for a new National Prosperity Partnership and work with the provincial government to reassess municipal responsibilities and committing, in partnership with municipalities, to upload certain responsibilities or services, or agree to a new funding model to adequately resource municipalities to deliver provincially mandated services.



# COMMUNITY SAFETY AND WELL-BEING

## POLICING COSTS

Toronto Pearson International Airport is Canada's largest and busiest airport, serving as a key hub for international travel and trade. Despite being a federally regulated and operated facility, the cost of policing services at Pearson Airport is currently borne by Peel Regional Police, placing an undue financial burden on local taxpayers.

With Peel Regional Police responsible for a growing population and increasing service demands, reallocating funds away from community policing to cover airport security compromises public safety. Other federally regulated transportation hubs, such as ports and some rail terminals, receive financial assistance for security and policing costs. Pearson should not be an exception.

### ASK

Given that airport security and enforcement fall under federal jurisdiction, we are asking for the federal government to fully fund policing costs at Pearson Airport.

A fully funded federal policing agreement for Pearson Airport would:

- Ensure local policing resources remain focused on community safety.
- Align financial responsibility with jurisdictional authority.
- Provide predictable and sustainable funding for law enforcement at Canada's busiest airport.
- Enhance security at Pearson without compromising Peel Region's broader policing needs.

## BAIL REFORM

There is an urgent need for systemic changes amidst rising incidents of auto thefts and other serious crimes in Peel and across Canada. While we respect the constitutional right to reasonable bail and the presumption of innocence, it is crucial to recalibrate the balance of interests in bail decisions.

We must prioritize the safety and well-being of victims and the community, alongside assessing the likelihood of reoffence by the accused. The current system requires evolution to avert further tragedies and interrupt the ongoing cycle of crime.





## **ASK**

Peel Regional Police are consistently re-arresting individuals who have been released on bail, straining police resources and increasing operational costs. As such, the Peel Police Service Board, together with Peel Regional Police and the City of Brampton, is dedicated to working with federal and provincial partners to forge comprehensive, effective solutions. These solutions should encompass legislative, policy, and resource adjustments and must be continuously evaluated for effectiveness with results shared publicly.

## ASYLUM CENTRE FUNDING

Peel Region has proven to be a leader in homeless asylum claimant response during unprecedented pressures on the shelter system. Since the spring of 2023, Peel Region has been actively assisting asylum claimants by providing emergency shelter, income and other supports. Funding has been received through the federal Interim Housing Assistance Program (IHAP). With just over \$22 million in funding through IHAP, Peel was able to open the centre in just three months, complete construction in six months, and anticipate completing it \$2 million under budget.

Under the updated IHAP directives, recipients must allocate part of their 2025-26 funding to “dedicated, permanent, and coordinated” activities to qualify for continued funding in 2026-27. By the 2026-2027 funding period, IHAP’s contribution will decrease from 95% to 75% for sustainable and cost-effective activities.

Due to federal immigration policy changes introduced in the fall of 2024, Peel is now serving fewer asylum claimants—400 households as of February 3, 2025, down from 1,034 households in September 2024. With this reduction and the new cost-sharing model described above, maintaining current service levels of 1,280 asylum claimant households is no longer feasible nor necessary.

Overall, Peel’s IHAP 2025-2027 application totals \$121.5 million to sustain an asylum claimant program that can accommodate 790 households at any one time or 3,160 households per year, assuming an average shelter length of stay of 90 days.

Since Peel’s asylum claimant response is still operating in three hotels, the new cost-sharing arrangement leads to an increase in net costs. Immigration, Refugees and Citizenship Canada (IRCC) has also indicated that federal funding is limited and there is no guarantee of full reimbursement, meaning Peel will need to cover a larger share of the costs.

While asylum claimant numbers in Peel are lower than they were previously, future immigration trends remain uncertain, particularly with potential changes in federal leadership and U.S. policies. Increased enforcement and restrictions on pathways to permanency could lead to a rise in asylum claimants, further straining resources.

Programming and wraparound services being piloted in collaboration with IRCC at the Peel Reception Centre include:

- IRCC is onsite to provide immigration case management services and coordinated exits to other municipalities through employment opportunities.
- In addition to providing shelter support services, Peel Reception Centre offers on-site settlement services, employment support, housing support, and access to income support programs (Ontario Works).
- On-site external partners include: IRCC, Service Canada, and WCG Employment Agencies (Job Skills, College Boreal).
- The pilot also includes onboarding Legal Aid Ontario, and Public Health Services.







## **ASK**

We ask for the federal government to commit to funding 100% of the operational costs of the Region of Peel Reception Centre.

# CANADA - U.S. TARIFFS AND ECONOMIC RELATIONS

In late 2024 and early 2025, a significant escalation in trade tensions unfolded between Canada and the United States, leading to a trade crisis.

On January 29, 2025, a motion was carried at the Committee of Council meeting (and subsequently adopted) for a “Made in Canada” procurement policy in response to tariff threats from the US.

Subsequently, on March 3, 2025, the City of Brampton announced a Made in Canada procurement policy, demonstrating a firm commitment to supporting Canadian businesses in response to U.S. tariffs.

The Economic Development Office is actively surveying and contacting its business stakeholders to gauge the impact of possible US tariffs. Council also passed a motion for City staff to report back on a “Made in Canada” procurement policy exception in response to tariff threats from the US, should they be implemented.

Based on preliminary data, the following themes are emerging:

- Growth and new investments are on pause as companies navigate the uncertainty and financial strain.
- Some manufacturers are considering or actively shifting production to the US to mitigate the impact of tariffs.
- Retaliatory tariffs are not always seen as beneficial for Canadian companies, adding to the complexity and potential costs.
- Several businesses have implemented hiring freezes or are planning layoffs due to economic uncertainty and increased costs.
- The tariff threat is causing widespread concern across various sectors in Brampton.

## ASK

The City of Brampton is urging the federal government to provide emergency financial assistance to help Canadian businesses offset shipping costs and access to new markets. A temporary relief package would allow local businesses to remain competitive and resilient in the face of new trade barriers.



# DIABETES CENTRE OF EXCELLENCE

Nearly every sixth resident of Brampton lives with diabetes or prediabetes. 11 million Canadians are living with diabetes or prediabetes. In the last twenty years the number of Canadians diagnosed with diabetes has doubled. The prevalence of type 2 diabetes in Peel Region is substantially higher than the Ontario average. In 2007, it was estimated that 1 in 10 people in Peel lived with type 2 diabetes. In 2025, that number is estimated to reach 1 in 6.

The Framework for Diabetes in Canada (Framework) has been developed in accordance with A National Framework for Diabetes Act. The Framework aims to provide a common policy direction to address diabetes in Canada, including for populations at elevated risk of developing diabetes, people living with diabetes and their caregivers, Indigenous populations, non-governmental organizations, health care professionals, researchers, and all levels of government. It lays the foundation for collaborative and complementary action by all sectors of society to improve access to diabetes prevention and treatment and ensure better health outcomes for people living in Canada.



## ASK

With the federal Budget 2021, committing \$35 million over five years, starting in 2021-22, for diabetes research (including Type 1 diabetes), surveillance and prevention, the City calls on the federal government to establish a Diabetes Centre of Excellence.



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