



# City of Brampton 2026 Federation of Canadian Municipalities Conference

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# BUILDING A BETTER BRAMPTON



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

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



# MAYOR'S MESSAGE

The City of Brampton is pleased to participate in the Federation of Canadian Municipalities Conference 2026. This year's theme, *Building the Future Together*, reflects the shared responsibility of all orders of government to strengthen Canada's economy, support resilient communities and create opportunity for future generations.

Brampton is Canada's fastest-growing big city — youthful, entrepreneurial and one of the most diverse communities in the country. As a major urban centre in the heart of the Greater Toronto Area, Brampton plays an increasingly important role in driving economic growth, trade competitiveness and workforce development.

At a time of global economic uncertainty, evolving trade relationships and renewed focus on North American supply chains, municipalities like Brampton are critical to Canada's long-term prosperity. With CUSMA discussions underway and international trade pressures increasing, strategic investment in economic infrastructure, goods movement, innovation and industrial growth has never been more important.

Brampton continues to emerge as a hub for advanced manufacturing, logistics, health sciences, innovation and entrepreneurship. Our strategic location, diverse talent pool and strong business community position the city to help lead Canada's next phase of growth. However, municipalities require stronger federal partnership and modern fiscal tools to support this growth and remain globally competitive.

To support Canada's national priorities, Brampton is seeking strengthened federal investment in economic development, regional transit expansion, trade-enabling infrastructure, workforce development, climate resilience and active transportation. Completing the Hazel McCallion Light Rail Transit extension into downtown Brampton and advancing higher-order transit connections, including the Queen Street-Highway 7 corridor, remain essential to supporting sustainable growth, reducing congestion and strengthening economic competitiveness across the region.

Public safety must also remain a national priority. Brampton is calling for stronger federal support to combat organized crime, auto theft, human trafficking and gender-based violence, alongside bail reform measures and investments that help local police services respond to increasingly complex public safety challenges. Increased federal support for airport-related policing and border security is also essential to protecting communities and businesses across the region.

Municipal governments are on the front lines of growth yet continue to operate with limited fiscal capacity and increasing service demands. A modernized municipal growth framework — one that better aligns responsibilities with resources — is essential to building competitive, livable and economically resilient cities.

The City of Brampton values its ongoing partnership with the federal government and the Federation of Canadian Municipalities. Through collaboration and sustained investment, Brampton is ready to help strengthen Canada's economy, expand trade opportunities and build a more resilient future for communities across the country.



Mayor Patrick Brown

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# SUMMARY

The City of Brampton welcomes the support and funding received from the federal government. As we look ahead to the 2026 fiscal year, we are encouraged by the alignment of our priorities. We look forward to your partnership, funding and support to build Brampton.

## OUR FUNDING PRIORITIES

### TRANSIT

**Hazel McCallion Light Rail Transit (LRT) Completion Investment Needed: \$2.8B**

\$1.4B federal funding required  
\$1.4B provincial funding required

**Queen Street - Highway 7 BRT Investment Needed: \$1.1B**

\$550M federal funding required  
\$550M provincial funding required

**Electrification Investment Needed: \$840M**

\$420M federal funding required  
\$420M provincial funding required

*\*Note: the costs anticipated for these projects are currently under review and will become better known as project planning continues.*

### HOUSING

The City of Brampton is asking the federal government to work with the City to leverage all available tools, innovations and opportunities to deliver complete communities with a full range of housing options – including affordable housing and purpose-built rental units. Brampton recognizes the urgency of the national housing crisis and is committed to doing its part; however, housing supply must be supported by the infrastructure needed to build complete, healthy and livable communities including neighbourhoods with parks, community centres, fire stations, libraries and safe infrastructure.

The City seeks enhanced federal support, including direct financial commitments to ensure that vulnerable communities, including low-income households, refugees and international students, have access to a diverse range of housing options.

The City calls on the federal government to modernize municipal revenue tools and address the limitations of the property tax base so that municipalities can sustainably fund the housing and community services required to support growth. Without adequate federal support, the cost of growth will increasingly fall on local taxpayers - many of whom are already facing housing affordability challenges.

## ECONOMIC DEVELOPMENT AND INNOVATION

The City of Brampton thanks the federal government for the recent announcement of the \$1 billion Business Development Bank of Canada program which will be available to industries that manufacture and export products containing steel, aluminum or copper. This will directly support Brampton businesses that have been impacted by the tariffs that use these metals in a significant way in their production.

The City urges the federal government to expand opportunities for Brampton businesses in the Defence and Space sectors. Local manufacturers continue to report challenges in securing new defence contracts, despite the city's strong industrial base and growing capabilities. With a robust and highly skilled labour force, Brampton is well-positioned to meet the increasing demands of the sector and support employers as they scale their operations.



## CLIMATE ACTION

Brampton looks to deepen our partnership with the federal government to make the necessary investments and policy changes to support a healthy environment, economy and community.

Facilitating energy efficiency and greenhouse gas (GHG) reduction, as well as long-term reductions to operational costs of homes and buildings requires:

- Training and capacity-building for local governments, trades, industry and other stakeholders to support the transition to net zero homes and buildings.
- Providing funding for residential energy retrofit programs.
- Offering financial incentives for the development of Low Carbon District Energy Systems in urban centres, mobility hubs, employment areas and intensification corridors.

Brampton Eco Park represents the City's vision for a network of climate-resilient green spaces that conserve and restore natural systems, support biodiversity, manage stormwater and enhance quality of life. This vision is realized through several large-scale projects, including the Riverstone valley restoration and the design of Brampton's first Environmental Education Centre in the Credit River valley. Federal support is needed to advance this work and ensure Brampton's green infrastructure and natural assets are prepared for the impacts of climate change.

In support of its broader ecosystem restoration and climate resilience goals, the City is implementing Brampton's first Road Ecology Program focused on Heart Lake Road. This corridor crosses ecologically significant wetlands and natural areas that support biodiversity and provide important ecological functions. While initial mitigation measures are underway, long-term wildlife monitoring and protection are essential to maintain the health and function of this natural corridor. The City is seeking dedicated funding to support the continued implementation of this initiative.

Brampton is already experiencing the impacts of climate change, including the 2022 Churchville flooding, which saw over 100 homes being evacuated. The City's risk and vulnerability assessment (2024) demonstrated that these impacts are only anticipated to rise in the future, resulting in economic disruption, infrastructure, and natural systems damage, as well as impacts to community health and well-being. To ensure Brampton is prepared for these impacts, the City is developing its first adaptation plan, Climate Ready Brampton, to increase community resilience and be prepared for climate impacts. To achieve the goals of Climate Ready Brampton, the City requests funding to support the implementation of the Plan.

A key component of the City's climate resilience is the implementation of effective stormwater management and green infrastructure initiatives. Support is required to improve stormwater management, protect our waterways and prepare for climate change through:

- Updating guidelines for stormwater management to integrate climate resilience and 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**

The City requests that the federal government support FCM's call for a new Municipal Growth Framework as part of a broader National Prosperity Partnership and work with the provincial government to reassess municipal responsibilities and commit, 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.

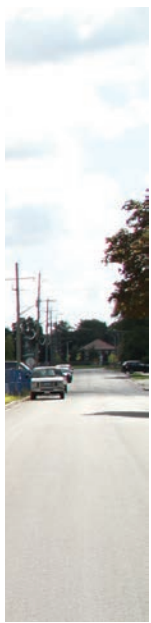
## **MOBILITY**

The Canada Permanent Transit Fund (CPTF) is to include dedicated funding for active transportation, rural and remote transit, transit investments in Indigenous communities and the electrification of public transit and school transportation.

The City calls for a defined and sustained active transportation funding, indexed to inflation, through the CPTF to implement active transportation infrastructure and programs as part of the federal government's National Active Transportation Strategy.

## **NATIONAL PROSPERITY PARTNERSHIP**

Recently, the City of Brampton became the third-largest city in Ontario, and the seventh-largest city in Canada. Our rapid population growth results in significant pressure on municipally delivered services, including transit. The City requires collaboration and adequate funding to manage our population growth and ensure the high-quality services our residents depend on and expect. It is important that funding programs available to municipalities recognize the pressures municipalities face and take into account the pace of growth, infrastructure needs and unique requirements of local communities.





## COMMUNITY SAFETY AND WELL-BEING

The City urges the federal government to prioritize investments and policies that directly support the safety, well-being and resilience of Brampton's communities. Our key funding priorities include:

### **Improved Public Safety and Border Security**

Protect Brampton neighbourhoods and businesses from escalating public safety threats and increased awareness and responses to violent auto thefts, home invasions, extortion, human trafficking, and organized crime. We request that the federal government provide a dedicated federal funding stream to fully cover airport-related policing costs and for increased investment to support Peel Regional Police in combating organized crime, auto theft, firearms, drug trafficking, and other transnational threats.

### **Reforms to the Justice System and Additional Police Resources**

We urge the federal government to reform the bail system as current legal frameworks have not kept pace with the scale of organized crime and repeat offenders. Additional police resources and processes that leverage new technologies and innovations can aid in the swift apprehension of offenders and support the justice system's ability to protect the public.

### **Preventing Gender-Based Violence**

Protecting victims of intimate partner violence and their families through judicial reforms to better detain repeat violent offenders will help save lives and demonstrate that intimate partner violence is a public safety concern, not just a private matter. Strengthening initiatives and funding aimed at preventing gender-based violence by addressing human sex trafficking and enhancing support services for survivors. Initiatives that increase public awareness and foster partnerships with local organizations can create safer communities for all residents.

### **Bill C-9 and Countering Hate, Extremism and Social Polarization**

Carefully consider Bill C-9 and the good-faith exemption, with consultation from local stakeholders. Strengthen the capacity of municipalities such as Brampton, to assess and address factors that contribute to an increase of hate, extremism and social polarization. Fund and support initiatives that unite communities through multi-sectoral partnerships that bring together a diverse range of community partners to foster resilience and model social cohesion with the goal of ultimately helping to address risks before harm takes place.

### **Rising Cost of Living and Economic Relief**

Address the rising cost of living by supporting policies and programs that provide financial relief and support to all families, including affordable housing initiatives, economic empowerment, enhancing food security and accessible public services to enhance the quality of life in Brampton. Expanding the Canada Child Benefit, GST credit and Canada Workers Benefit could provide relief to low and middle-income households that are disproportionately impacted by inflation.

### **Emerging Intersection of Immigration Status and Homelessness**

Address the service gaps and data limitations that municipalities face in responding to homelessness and encampments, specifically in relation to individuals with precarious immigration status. Coordination with the federal government is needed to better respond to these unique cases, which is increasingly an emerging issue, with a limited window of opportunity to proactively address.





## **SPORTS, ART AND CULTURE**

Brampton is seeking federal investment to address the growing demand for sports, recreation, festival, arts, and cultural infrastructure driven by rapid population growth and increasing community participation. Funding is needed to develop and expand multi-use community centres, outdoor recreational spaces, festival infrastructure, and major sports facilities, including a proposed 5,000-10,000 seat multi-purpose stadium capable of hosting soccer, cricket, rugby, football, and kabaddi events. The City is also requesting support to strengthen Brampton's role as a national hub for emerging global sports such as cricket and kabaddi through major event hosting initiatives. In addition, Brampton is advancing the Brampton Arts and Culture Centre, a shovel-ready cultural infrastructure project that will provide flexible performance, studio, and community spaces to support local artists, cultural programming, and creative sector growth. These investments will enhance community well-being, increase access to recreation and culture, attract tourism and major events, stimulate local economic development, and foster social connection across Brampton's diverse communities.

# TRANSIT

Local Initiatives

Queen Street - Hwy 7 BRT

Regional Impacts

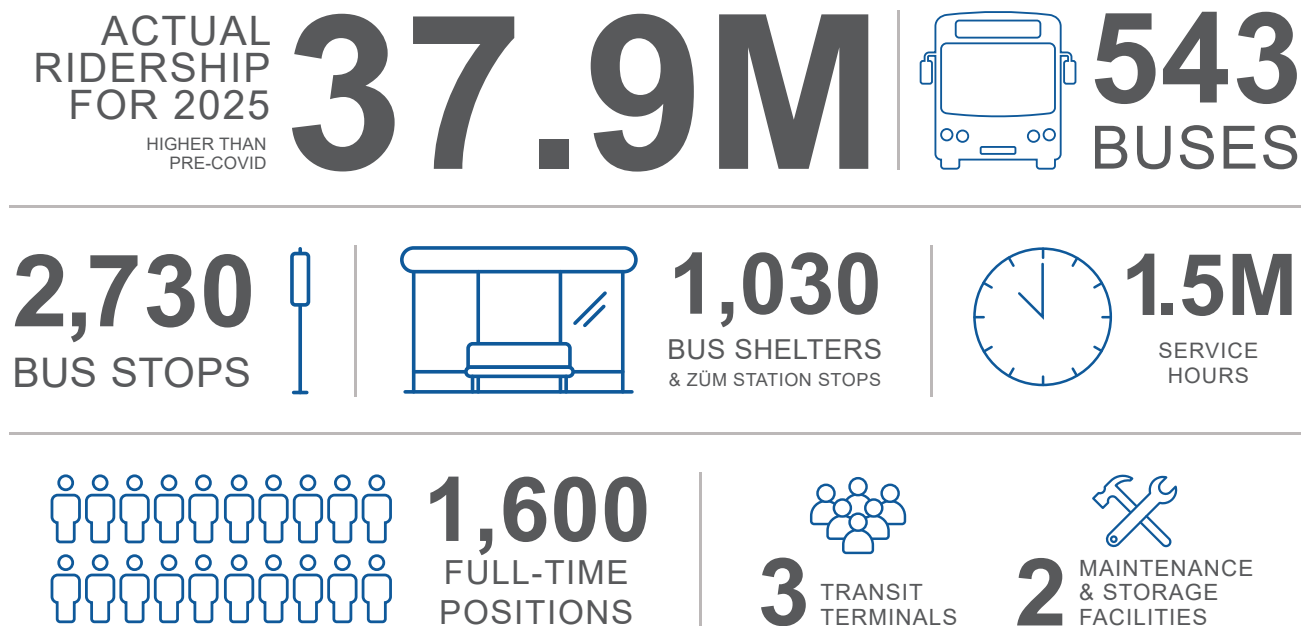
Transit Electrification

Hurontario LRT Extension

## BUILDING A CONNECTED COMMUNITY

The City of Brampton is Canada's fastest-growing big city. To support 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.

Transportation and land use are fundamentally linked in the City's Official Plan (Brampton Plan). The Plan focuses future population and employment growth in select Strategic Growth Areas (City Centres, Town Centres and Major Transit Station Areas). The Mobility Framework included in the Plan calls for the linking of these areas by Higher Order Transit (BRT and LRT) corridors and, more generally, for an enhanced transit network that fosters an increase in the share of trips made using transit, which will contribute to achievement of the City's climate change and transportation equity objectives. Further, the Brampton Mobility Plan notes that investing in transit provides Brampton residents with a viable alternative to the car for some or all trips and, in support of this, envisions the development of a grid of Higher Order Transit and Priority Bus/Züm routes across Brampton by 2051.





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 was also the first transit system in the country to not only fully recover but also exceed its pre-pandemic ridership levels. Brampton's ridership remains higher than pre-COVID levels.

While the City has received some transit infrastructure funding in the past, it has not received the same level of funding as other municipalities, despite our unprecedented ridership and population growth.

Brampton Transit has experienced unmatched demand for service with the fastest post-pandemic ridership recovery in the GTHA. Refer to the chart for details.

Refer to the chart on next page for details.



## RIDERSHIP GROWTH & RECOVERY

160% ↑ Overall Ridership  
2009-2019

38% ↑ Pre-COVID Ridership  
2016-2019

↑ Ridership Rebound  
Remains above pre-COVID levels

## FUNDING OVERVIEW

Investing in Canada Infrastructure Program (ICIP) Funding Comparison			
Municipality	Population (2024)*	Ridership (2024)*	ICIP Funding (based on 2015 ridership*)
Mississauga	780,747	41.4M	\$621M
London	488,460	19.2M	\$376M
Hamilton	632,111	21.8M	\$375M
York Region	1,258,000**	24.3M	\$373M
Brampton	791,486	43.6M	\$351M

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

\*\*Per Statistics Canada, York Region's 2024 population was approximately 1.2M.

## BUILDING BRAMPTON, ENHANCING REGIONAL CONNECTIONS

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

The Hazel McCallion LRT and Queen Street-Hwy 7 BRT are crucial components of Metrolinx's Frequent Rapid Transit Network that will ensure connectivity between major public, corporate and institutional investments in our region.

## COMPLETION OF THE HAZEL MCCALLION LINE

On March 21, 2025, Prime Minister Mark Carney's government announced a commitment to fund the completion of the Hazel McCallion Line, bringing together all three levels of government to advance this critical project. The City is grateful for the federal commitment to move forward with work to extend the LRT into downtown Brampton with plans for a tunnel section into the city's historic central core. While final design and cost is being completed by the province, we urge both governments to work expeditiously towards a finalized funding agreement. Together, we are transforming Brampton and setting our residents on a path to new opportunities and sustainable growth.



### EXTENSION INVESTMENT NEEDED: \$2.8B

\$1.4B - Federal funding

\$1.4B - Provincial funding

The City also continues to support Metrolinx in the design and construction of the Hazel McCallion Line that will replace the existing Züm service along Hurontario Street, south of Steeles Avenue. We look forward to advancing this critical project.



**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

## **QUEEN STREET - HIGHWAY 7 BUS RAPID TRANSIT (BRT)**

Queen Street is the busiest transit corridor in Brampton, serving more than 30,000 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 will improve connections between areas designated for strong growth in West Brampton, Downtown Brampton, 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.

### **WHY BRT ON QUEEN?**

- **Highest growth corridor in Brampton.**
- **More than 30,000 transit customers per day.**
- **9 of the 14 MTSAs in the city are along the Queen St. corridor.**
- **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.



## QUEEN STREET CORRIDOR

The Queen Street corridor is expected to see 50% population growth in the next 25 years. This is on top of an increase of 168% in 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 to attract significant growth through revitalization and intensification that will continue transforming the area into a transit and pedestrian-oriented district.

The Queen Street BRT will help foster intensification along the Major Transit Station Areas (MTSAs) and will connect several 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.

As the busiest transit corridor in Brampton, serving more than 30,000 transit customers per day and with 9 of the 14 MTSAs in the city, development and mobility along the Queen Street corridor is a major component in realizing the City's housing target. The Queen Street-Highway 7 BRT project represents an opportunity for an exciting collaboration between Brampton, the province and the federal government as we work together to transform Brampton's busiest East-West corridor into a vibrant, livable and sustainable community with world-class transit and a range of housing options.

## 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	Ten Year Change in Ridership (2015 to 2024)	Fifteen Year Change in Ridership (2010 to 2024)
<b>City of Toronto*</b> <ul style="list-style-type: none"> <li>• Scarborough Subway Extension</li> <li>• Ontario Line</li> <li>• Finch West LRT</li> <li>• Eglinton Crosstown</li> </ul>	3,273,119	\$39.8B	<b>\$31.32B</b>	<b>\$8.48B</b>	\$12,160	<b>-22%</b>	<b>-12%</b>
<b>City of Hamilton</b> Hamilton LRT	632,111	\$3.4B	<b>\$1.7B</b>	<b>\$1.7B</b>	\$5,380	<b>0%</b>	<b>+3%</b>
<b>City of Brampton</b> <ul style="list-style-type: none"> <li>• Brampton LRT Extension (Tunnel)</li> <li>• Queen St-Highway 7 BRT</li> </ul>	791,486	\$3.9B	<b>\$1.95B</b>	<b>\$1.95B</b>	\$4,940	<b>+106%</b>	<b>+215%</b>

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

■ funding received

■ funding requested

## CURRENT AND 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 Road 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	32,000 units	<b>48,305 units</b>
	65,898 residents	116,000 residents	<b>181,898 residents</b>
Industrial, Commercial, Institutional	2,133 units	8,460,574 sq ft	<b>2,133 units</b>
			<b>8,460,574 sq ft</b>

## MAJOR PROJECTS ALONG THE QUEEN STREET CORRIDOR

In addition to the existing and proposed development activity captured in the table above, there are several 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

On September 3, 2025, the TMU School of Medicine opened at the university's new Brampton Campus, located at the Bramalea Civic Centre, at 150 Central Park Drive. The Civic Centre is strategically located within the City's health and life sciences cluster and includes classrooms, offices, research facilities and an integrated health clinic. This site was chosen for its current and envisioned enhanced accessibility to public transit.

TMU is also co-chairing the MedTech task force supporting the City's strategic vision of linking the innovation district technology hub located in Downtown Brampton and startups to the medical school and further elevating innovation and solutions in the MedTech industry. The new 760,000 square foot facility will be a detached complex with connecting links to the existing centre.

In addition to Toronto Metropolitan University's Medical School, other major projects planned for the Queen Street corridor include the Centre for Innovation (a hub for education, entrepreneurship and economic growth), Riverwalk (a project to enhance flood mitigation and provide an improved public realm), and a hospital are all anticipated to spark significant growth and investment along the Queen Street corridor through the development of new housing and employment opportunities, creation of academic opportunities and increased access to medical services and recreational spaces.

### BUILDING BRAMPTON'S SECOND HOSPITAL

Once completed, Peel Memorial Centre for Integrated Health and Wellness will transform into Brampton's second hospital. This state-of-the-art facility will help ensure our communities have timely access to high-quality care close to home, when and where they need it and will include a new 11-storey wing to accommodate up to 250 inpatient care beds and a wide range of services.



## DOWNTOWN BRAMPTON HOUSING STARTS POTENTIAL\*

**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**

\*Subject to removal of the provincial Special Policy Area designation.

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

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.

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.

### **FUNDING REQUEST**

**Queen Street—Highway 7 BRT Investment needed: \$1.1B\***

**\$550M - Federal funding required**

**\$550M - Provincial funding required**

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

### **TRANSIT ELECTRIFICATION**

The City of Brampton is committed to transit electrification. We look forward to working with the federal government to identify new opportunities and even greater collaboration as Brampton leads on the path to a more prosperous, livable, and sustainable future.

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) 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.

In June 2025, the City announced a landmark \$4 billion partnership with Zenobē, a global fleet electrification and battery storage specialist headquartered in London, UK, to fully electrify Brampton Transit’s bus fleet – the largest zero-emission transit initiative in Canada and an example of Brampton’s leadership in moving closer to a more livable and sustainable future.

The agreement will launch the first phase of a 10-year electrification framework that will ultimately see Brampton’s entire diesel-powered bus fleet replaced with up to 1,000 battery electric buses (BEBs), supporting nearly 40 million annual passenger trips. Once complete, the program is expected to eliminate most transit-related greenhouse gas emissions, which currently account for approximately 70% of the City’s corporate GHG emissions.

The City is also working with senior levels of government to obtain capital funding, through the Zero Emission Transit Fund (ZETF), the Canada Public Transit Fund (CPTF) and the new Build Communities Strong Fund (BCSF), to support the electrification of its existing two transit facilities and its new third facility, as well as the purchase of additional electric buses. Brampton urges the federal government to finalize the details related to additional transit electrification funding, post ZETF, including the Targeted Funding stream of the CPTF, as well as the new BCSF and open the programs for funding applications.

The City of Brampton is constructing a third transit facility because Brampton Transit cannot accommodate future growth in its two existing facilities. Brampton’s recovery from the pandemic and ridership growth has further demonstrated the 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 advocating for \$150M required to electrify this new facility for Brampton Transit to accommodate additional electric buses in its fleet.

The City added 10 new battery electric buses to its fleet in 2025, and now operates a fleet of 18 zero emission buses. The City is also exploring innovative technologies such as diesel to electric bus conversions and hydrogen fuel cell electric buses to expedite the transition to zero tailpipe emissions.



## 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)



## FUNDING AND COLLABORATION REQUEST

Brampton is seeking funding through the federal Zero Emission Transit Fund, the Canada Public Transit Fund, and/or the Build Communities Strong Fund, to implement the following transit electrification projects:

- Purchase of approx. 250 ZEBs (40ft and 60ft) - **\$271M (\$542M total costs)**
- Third transit facility electrification - **\$75M (\$150M total)**
- On-Street Charging Infrastructure - **\$5.5M (\$11M total costs)**
- Existing Facility Electrification Retrofits - **\$67.5M (\$135M total)**

The City also requests that the federal government extend the end dates for the CIB financing programs.

The City also asks that any funding allocations through the CPTF or BCSF be tied to inflation increases.

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

## THE BIG PICTURE

Investment in higher-order transit, including the Hazel McCallion LRT, the Queen Street BRT, and the electrification of the bus fleet will ensure that the transit system supports and connects the population and employment growth envisioned in the City's Strategic Growth Areas while enhancing sustainability of the transportation system.

The Hazel McCallion LRT and Queen St - Highway 7 BRT, Third Transit Facility and electrification directly support the federal government's mandate in expanding transit systems that will create connected communities.

The City of Brampton will need federal support and funding to make these projects a reality.

# HOUSING

## BRAMPTON'S HOUSING CONTEXT

Brampton is Canada's fastest-growing big city and will add more than 317,000 residents by 2051. In 2025 we issued 6,219 building permits worth \$2.7B in construction value, approving an average of 6,680 residential units per year over the past three years. Despite this performance, federal infrastructure funding has not kept pace with the rapid housing approvals, limiting the City's ability to deliver complete, connected and affordable communities. Targeted, growth-aligned federal investment is needed to close the gap between housing starts and the infrastructure required to support them— advancing Canada's National Housing Strategy while supporting economic growth.

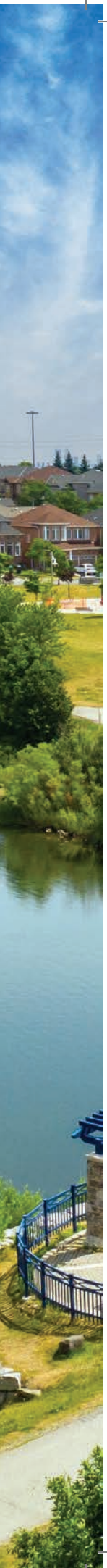
## MUNICIPAL LEADERSHIP & INNOVATION

Brampton has taken significant action to expand housing supply and improve affordability:

- **Housing Brampton Strategy** — reducing barriers to supply, supporting purpose-built rental and affordable housing and leveraging municipal regulatory tools.
- **City-Wide Community Improvement Plan (CIP)** — financial incentives for affordable homeownership and rental.
- **Housing Catalyst Capital Project** — \$4M municipal investment to pilot innovative affordable housing projects with non-profit partners.
- **Inclusionary Zoning (IZ) Framework** — in development to secure affordable units in new private developments.
- **Community Benefits Charges (CBC) By-law** — securing growth-related contributions, including for affordable housing.
- **Purpose-Built Rental (PBR) Development Charge Incentive Program (DCIP)** — providing Development Charge reductions to support the delivery of purpose-built rental units, with program capacity for 5,000 units.

Despite these actions, Brampton lacks the fiscal tools required to fund the infrastructure -including transit, water, wastewater, emergency services, parks and libraries - needed to support rapid growing communities. Federal policies aimed at accelerating housing construction, such as the reduction or deferral of Development Charges, must include full and predictable offsets to municipalities to avoid undermining local fiscal sustainability. The City of Brampton welcomes the recent Canada-Ontario BCSF partnership; and is still waiting on program details to ensure it includes full and predictable offsets. The **FCM Municipal Growth Framework** highlights the need for stable, growth-linked federal funding so cities like Brampton can meet both housing and service delivery needs.

High-growth municipalities like Brampton require coordinated federal investment that aligns housing delivery with infrastructure funding.





## HOUSING ACCELERATOR FUND

Brampton has experienced one of the fastest rates of population growth in Canada over the past decade and is currently the fastest growing of the seven largest cities in the country. Demand for housing - particularly affordable, diverse, and climate-resilient housing - has never been greater. The Housing Accelerator Fund (HAF) has been instrumental in enabling the City to deliver projects that both accelerate housing supply and support vulnerable residents.

As Brampton continues to grow, building housing alone is not enough; complete communities must also be delivered - connecting residents to jobs, schools, health care and recreation. Investing in transit alongside housing ensures new communities are not only viable and affordable, but also sustainable, walkable, and well-connected. Strong integration of housing and transit planning will enable Brampton to create thriving, inclusive neighbourhoods where residents can live, work and play close to home, reducing congestion and supporting Canada's climate objectives.

Extending and strengthening the HAF program is critical to enabling Brampton to continue delivering not just more housing, but complete, connected communities that meet current needs and future growth.

In November 2023, the Government of Canada announced a \$114 million partnership with the City of Brampton through the Housing Accelerator Fund to fast-track the construction of more than 3,150 residential units over the next three years and support the development of more than 24,000 homes over the next decade. In 2026, the City received an additional commitment of \$5,058,000 through the Housing Accelerator Fund, recognizing the City's continued progress in advancing initiatives that increase housing supply and improve affordability through the addition of the Purpose-Built Rental Development Charges Incentive Program - a new initiative under the City's HAF Action Plan.

We are pleased to share that the City has fully committed the funds received through the first three installments to strategic initiatives and affordable housing projects that directly advance the program's objectives.





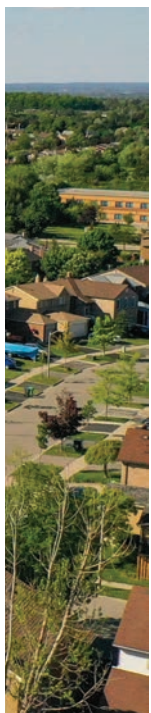
Key allocations include:

- **\$30.6 million** for the purchase of 60-ft buses to enhance existing transit lines and improve housing-supportive infrastructure;
- **\$19.0 million** to the Home Opportunities Non-Profit Corporation for the construction of at least 70 affordable units in a mix of one-, two-, three-, and four-bedroom units, with a 25-year affordability period;
- **\$14.7 million** loan to Niwaas Living Non-Profit for two affordable rental housing projects;
- **\$6.1 million** grant to Habitat for Humanity GTA to support the construction of 27 affordable stacked townhouse units;
- **\$300,000** grant to Armagh House to operate 12 transitional affordable housing units for women and their families;
- **\$2.6 million** for other non-profit-led housing projects; and
- **\$600,000** for other programming/strategies.

These projects reflect Brampton's commitment to maximizing the impact of federal investments and delivering results for residents. The success of HAF in Brampton demonstrates both the need for continued federal support and the City's ability to effectively leverage funding to deliver measurable outcomes.

Looking ahead, extending and expanding the HAF program – alongside sustained, predictable federal funding – will be critical to enabling Brampton to continue addressing housing challenges while delivering complete, infrastructure-supported communities.

Coordinated federal investment that aligns housing delivery with infrastructure funding will be essential to sustainably growing in high-growth municipalities like Brampton.



## OUR ASKS

To ensure federal housing goals translate into complete, livable communities, the City of Brampton requests that the Government of Canada:

1. Expand and Extend the Housing Accelerator Fund Allocation to Brampton:
  - Increase Brampton's HAF allocation by \$100M over 5 years to scale delivery from 3,150 to 5,000 units by 2028.
  - Tie funding to both housing supply and the infrastructure required to support complete communities.
2. Establish a Federal Infrastructure Housing Fund (Aligned with FCM's Municipal Growth Framework):
  - Create a dedicated \$2B annual national fund for municipal infrastructure directly linked to housing growth, with allocations based on population growth rates and housing approvals.
  - Eligible costs: water/wastewater, transit, emergency services, parks, and community facilities.
3. Launch a Federal-Municipal Land Partnership for Affordable Housing:
  - Provide \$50M over 5 years to acquire, service, and prepare land for non-profit, co-op, and purpose-built rental housing.
  - Modelled on successful CMHC-municipal collaborations in other Canadian cities.

Brampton is delivering housing approvals at a national-leading pace. Without federal investment in the infrastructure required to support this growth, Canada risks missing its housing supply targets and creating communities without the services needed to support livability. With predictable, growth-linked federal funding, Brampton can deliver complete communities that advance national housing, climate and economic objectives.

## REQUEST FOR COLLABORATION

The City requests that the federal government work in partnership with the City to leverage available tools, innovation and funding to expand affordable housing options, including home ownership and purpose-built rental, to meet the needs of a growing and diverse population, including first time homebuyers, multigenerational families, newcomers, seniors and students.



## **NINE INITIATIVES IN THE CITY'S HOUSING ACCELERATOR FUND ACTION PLAN**

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
9. Purpose-Built Rental Incentive Program

**Brampton ranks 4th out of 15 GTA municipalities for the fastest average development approval timelines (13 months) across all application types.**

\*Building Industry and Land Development Association (BILD), 2024

## DEVELOPMENT CHARGES

On September 10, 2025, the City of Brampton announced a new Development Charges (DC) Incentive Program to encourage the construction of purpose-built rental housing and address growing housing needs. The program takes immediate effect and offers some of the most significant rental housing incentives in Ontario. DC reductions are tiered, ranging from 50% to 100% based on unit type, with greater reductions for larger, family-sized units and mixed-use developments that support complete communities.

Despite these measures, Brampton lacks the fiscal tools required to fund the infrastructure - including transit, water, wastewater, emergency services, parks, and libraries - needed to support rapid growth. Federal policies aimed at accelerating housing construction, such as the reduction or deferral of Development Charges, have significant fiscal implications for municipalities and must include full and predictable offsets to avoid undermining local taxpayers - many of whom are already facing housing affordability challenges. The FCM Municipal Growth Framework highlights the need for predictable, growth-linked federal funding so cities like Brampton can meet both housing and service needs.

On March 30, 2026, the federal government announced an agreement with the Province of Ontario under the new Build Communities Strong Fund (BCSF), providing \$8.8 billion over 10 years. While a portion of this funding is intended to partially offset municipal Development Charge reductions, it falls short of ensuring municipalities remain financially whole. As structured, the funding largely replaces existing revenues rather than providing new investment for community infrastructure. Additional, sustained federal investment in core infrastructure is urgently needed.

## BUILD CANADA HOMES

Brampton supports the federal government's decision to create a new agency - Build Canada Homes - to catalyze the development of additional non-market housing across the country. Although the City does not directly build non-market housing, the City has continually partnered with the Region of Peel, non-profit organizations and the development industry to support the development of affordable housing in Brampton and continues to seek opportunities for partnership across sectors. The City looks forward to opportunities to partner with Build Canada and these other agencies to support the growth in non-market housing, a growing need as outlined through the City's Housing Needs Assessment.

The City of Brampton also supports the Region of Peel's shovel-ready Build Canada Homes Project applications. The Region of Peel has the following 3 project applications submitted to BCH:

1. Pattulo Apartments
2. Indus Housing
3. Elmwood Project





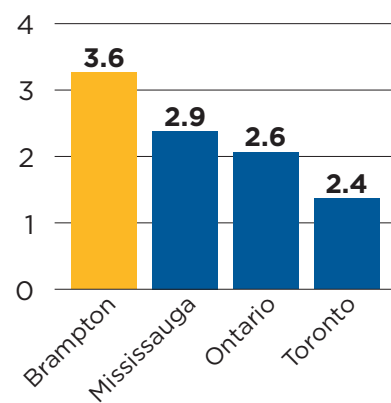
## CITY'S 2025 HOUSING NEEDS ASSESSMENT

The Housing Needs Assessment provides a comprehensive overview and analysis of Brampton's current and future housing needs using demographic data, economic trends and housing profiles. By understanding Brampton's housing landscape, we can strengthen partnerships with federal, provincial and industry partners to ensure residents have access to a full range of housing options.

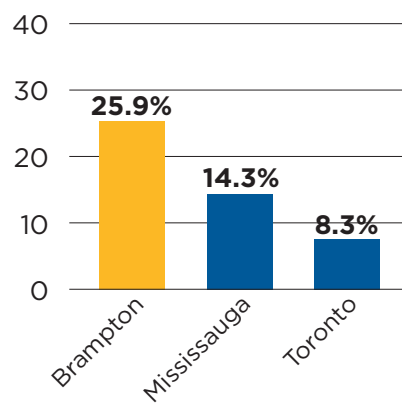
## CHANGING HOUSEHOLD COMPOSITION

Households with five or more people now make up 25.9% of all households in Brampton (previously 20.7% in 2001) - by far the largest share in the GTA.

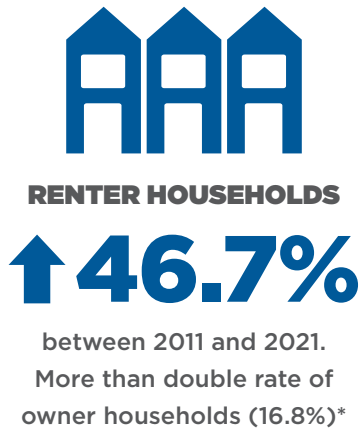
**AVERAGE HOUSEHOLD SIZE**



**FIVE+ PEOPLE HOUSEHOLDS**



## RENTER HOUSEHOLDS



**22%**  
 of Brampton's households  
 are renters.



**29.5%**  
 of Mississauga's  
 households are renters.

**26.6%**  
**OF RENTERS IN  
 BRAMPTON ARE IN  
 CORE HOUSING NEED**

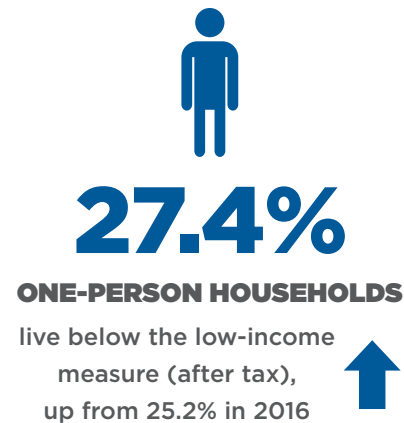
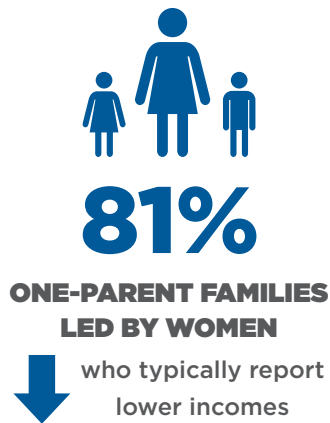
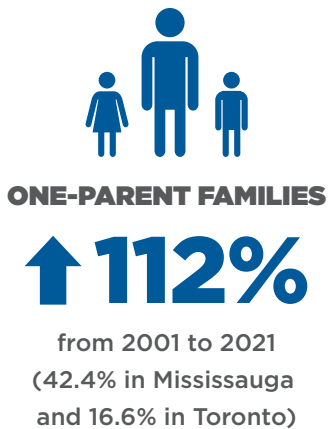


**9.6%**  
**OF RENTERS IN  
 MISSISSAUGA ARE IN  
 CORE HOUSING NEED**

(living in housing that is unaffordable, unsuitable, or inadequate  
 and cannot afford alternative housing to meet all three standards)

\*In Mississauga and Toronto, renter households increased 22.9% and 17.2%, respectively, during the same period.

## ONE-PARENT AND LOW-INCOME HOUSEHOLDS



## AFFORDABILITY GAPS

Median renter income is \$65,500, compared to \$120,000 for homeowners - a gap of nearly 40%. While the number of renter households earning over \$100,000 grew by 175% from 2016 to 2021, many remain renters due to high home prices and limited affordable homeownership options.

## AFFORDABLE AND FAMILY SIZED HOUSING

Brampton's housing stock is dominated by ownership-oriented, ground-related units, many of which have become unaffordable to households without multiple income earners. There is a shortage of purpose-built rental, multi-bedroom rental units and affordable housing options to meet the needs of large families, young renters, students and seniors.



## STUDENT HOUSING

Brampton's 2025 Housing Needs Assessment (HNA) identifies student housing as an emerging pressure within the city's broader housing system. In 2021, Brampton was among the top census subdivisions in Canada with the highest number of international students, and had the highest share of students living in unsuitable housing. The HNA reports that 63.3% of international students in Brampton were living in unsuitable housing, compared to 20.8% of Canadian-born students aged 18 to 24.

Limited purpose-built student housing has increased pressure on the private rental market, with many students relying on informal or unregulated rental arrangements. Through engagement with Sheridan College students, key concerns included affordability, proximity to campus and transit, access to safe and legal housing options, tenant rights education, culturally appropriate supports and clearer pathways to secure long-term housing.

Addressing student housing needs is critical to improving housing system stability, reducing pressure on rental housing and supporting safe, affordable options for students, including international students. Brampton requires coordinated federal support and partnerships to help expand purpose-built student housing, co-living models and transit-accessible housing options close to post-secondary institutions and community supports.





# ECONOMIC DEVELOPMENT AND INNOVATION

## AUTOMOTIVE

For more than four decades, the Stellantis Brampton Assembly Plant has been a pillar of Brampton's economy and identity, supporting 3,000 workers and anchoring a broader ecosystem of suppliers and skilled trades.

The Brampton plant has been idle since late 2023 and it is unlikely any new product commitments will be announced until after the 2026 CUSMA review. These pressures mirror broader pressures across Canada's auto sector, where tariffs reached \$5 billion in costs in 2025, weakening competitiveness and reinforcing the need for regulatory certainty.

These challenges are unfolding alongside major shifts in Canada's auto strategy, including recent federal decisions to drop national EV sales mandates and allow a significant volume of foreign-built EVs into the Canadian market—developments that could influence long-term investment patterns and competitiveness across Ontario.

At the same time, municipalities are raising concerns about the rise of CKD (Completely Knocked Down) kit assembly, which risks undermining Canadian labour standards and the high-skilled manufacturing jobs that communities like Brampton have built their futures around.

Despite these pressures, Brampton is exceptionally well positioned to play a central role in Canada's emerging EV supply chain, with opportunities in battery components, power electronics, lightweight materials and next generation mobility technologies. The city's skilled workforce, strategic location, industrial land base and strong postsecondary partnerships make it an ideal site for EV related investment and supplier attraction.

Federal and provincial leaders have begun coordinating support for affected workers, but municipalities cannot face this transition alone. As Stellantis evaluates future models for Brampton pending the CUSMA review, unified municipal advocacy is essential to ensure that Canada remains competitive and that commitments to workers and communities are upheld. This includes calling on the federal government to deliver on its commitment to repeal the Electric Vehicle Availability Standard and to focus on strengthening technology-agnostic GHG regulations that reduce emissions while allowing industry and consumers the flexibility required as the industry transitions to electrification.

As Ontario's auto sector navigates global trade pressures, electrification and shifting supply chains, Brampton urges FCM delegates to support strong national action that protects Canadian workers, secures domestic manufacturing capacity and accelerates EV supply chain investment, including a temporary pause on mandatory compliance obligations to help North American automakers manage ongoing tariff pressures ensuring Canada remains a competitive and fair place to build the vehicles of the future.



## STEEL

The City of Brampton thanks the federal government for the recent announcement of the \$1 billion Business Development Bank of Canada program which will be available to industries that manufacture and export products containing steel, aluminum or copper. This will directly support Brampton businesses that have been impacted by the tariffs that use these metals in a significant way in their production.

The City of Brampton is urging municipalities across Canada to stand with the City in supporting local manufacturers who are being severely impacted by the ongoing U.S. Section 232 steel and aluminum tariffs, which are eroding competitiveness and pushing Canadian companies toward relocation.

Brampton businesses report that strong U.S. incentives are actively encouraging them to establish even a minimal footprint south of the border to avoid tariffs, an option many are reluctantly considering as margins shrink under the weight of high fuel costs, rising labour costs and now tariff burdens of 25% or more on products entering the U.S. market.

Companies across advanced manufacturing have seen sales drop as U.S. resellers struggle to absorb tariff-driven price increases, while multinational customers with significant U.S. exports are reducing order volumes. New business opportunities are stalling and downstream manufacturers - fabricators of racks, frames and other metal components are being hit by stricter “melted and poured” rules that can trigger tariffs even when the value-added work is done entirely in Canada.

Ontario businesses are raising concerns that Canada’s own “Buy Canadian” commitments are not being implemented quickly or consistently enough, with excessive red tape preventing local firms from securing domestic contracts. There is also feedback that defence procurement continues to move slowly and remains concentrated among a small group of companies that often do not purchase Canadian steel or source locally, further weakening domestic supply chains.

SMEs, which lack the compliance capacity of large corporations, face disproportionate administrative burdens from enhanced U.S. Customs enforcement, leading some to abandon U.S. export markets entirely.

Brampton is advocating for continued urgent federal action to protect Canadian manufacturers, strengthen domestic procurement and ensure that Canadian businesses large and small can compete fairly at home and abroad.





## POWER

Planned industrial sites are not investment-ready without access to sufficient electrical capacity. In Brampton, many designated employment lands cannot be fully brought to market because available grid capacity, substation access, and distribution infrastructure have not kept pace with demand from modern industrial users. This limits the City's ability to attract higher-value investment, particularly in advanced manufacturing, where reliable and scalable power is a core site-selection requirement.

At the same time, existing industrial areas on the City's periphery continue to experience reliability challenges, including service interruptions and constrained capacity during peak demand. These issues reduce operational efficiency, increase costs for employers, and weaken investor confidence in long-term site stability. Without upgrades to the electrical system, these areas cannot effectively transition to next-generation industrial uses that require higher and more consistent power loads.

It is also important to recognize that not all industrial development delivers the same economic value. While warehouse and logistics facilities—such as those operated by major firms can provide employment and economic activity, they are often selected precisely because they require relatively lower power intensity and simpler electrical servicing. This can unintentionally crowd out more productive uses of land from a municipal perspective.

Brampton's priority is to position its employment lands to support advanced manufacturing, automation, clean technology, and other high-value sectors that depend on robust and reliable electricity infrastructure. These uses generate greater productivity, higher-skilled employment, and stronger long-term economic returns. However, they also require significantly more electrical capacity, redundancy, and grid stability than typical warehouse development.

At the same time, mature industrial districts with existing power capacity should be protected from residential encroachment and enabled to intensify and modernize. Preserving and upgrading these areas is essential to maximizing existing infrastructure and avoiding the loss of strategically located industrial land.

More than ever, access to abundant, affordable, and reliable electricity is a fundamental prerequisite for attracting advanced manufacturing investment, strengthening economic competitiveness, and supporting Canada's long-term industrial strategy.



## DEFENCE

### DEFENCE PROCUREMENT ACCESS

Brampton's deep expertise in automotive and aerospace manufacturing, combined with its strengths in cybersecurity and technology, creates a powerful foundation that naturally aligns with the needs of the defence sector, making it an ideal launchpad for innovation and production. The City is also home to a number of companies in the defence sector, which we continue to support while helping to strengthen their supply chains (e.g. MDA Space, Roshel, Horstman Canada, Brannon Steel, and A Berger Precision).

- Brampton is a strategic hub for defence innovation and production with a robust defence and aerospace ecosystem.
- Rogers Cybersecure Catalyst - Canada's cyber security accelerator, offers training, certification and startup support, all vital in today's digitally driven defence landscape.
- Sheridan's Centre for Intelligent Manufacturing, a state-of-the-art applied research facility supporting industry with robotics, IoT and smart manufacturing. They also offer specialized training programs in cybersecurity, AI, advanced manufacturing and automation, which align with the current and future defence sector needs.
- Brampton has one of the youngest and most diverse populations in Canada - 250 cultures speaking 171 languages.
- Brampton has fertile ground for defence R&D and commercialization.



## REQUEST FOR COLLABORATION

The City urges the federal government to provide opportunities for Brampton businesses in the Defence and Space sectors.

Brampton manufacturing businesses continue to report that it is difficult for them to receive new defence contracts. Brampton's robust labour force is well-positioned to meet the growing demands of the sector, making it easier for employers to scale their operations.


## WET LAB & DIABETES INNOVATION HUB

Toronto Metropolitan University (TMU) has proposed the development of a 45,000 sq ft Wet Lab and Innovation Facility in Brampton to address the critical shortage of wet lab space across the Greater Toronto Area and Southern Ontario. The creation of a Wet Lab, a specialized laboratory space designed to meet the unique needs for conducting, testing and refining pre-clinical research, is a top priority. This infrastructure will anchor Brampton as a city where medical research is conducted, commercialized and scaled - not just a place where health companies operate, but a place where discoveries are made.

The proposed facility would support life sciences, medical technologies, digital health, clean-health technologies and clinical innovation, benefiting startups, small and medium-sized enterprises, academic researchers, healthcare institutions and industry partners.



Image by Diamond Schmitt Architects



The proposal includes the creation of a Diabetes Innovation Hub, which aligns with Brampton's population health priorities and builds on emerging strengths in chronic disease prevention, health technology and community-based research.

The Wet Lab and Diabetes Innovation Hub will accelerate commercialization, attract high value firms in biomanufacturing, digital health, and clean tech and strengthen regional productivity and supply chain resilience. It will also generate high quality jobs across research, technical and skilled trades roles while promoting inclusive economic growth for diverse communities and local youth.

This project advances provincial innovation and commercialization priorities, strengthens the resilience of the health and life sciences sector and expands regional infrastructure capacity to support economic diversification beyond the GTA core.

**The City is supporting TMU in its funding application to the federal and provincial governments and will provide timely approval upon receipt of the application.**

In addition to supporting the development of this facility, the City is requesting federal partnership to actively help identify and secure investment leads within the broader med-tech and life sciences sector. This includes collaboration to attract companies, research partners, and anchor tenants that can be located in Brampton, ensuring the facility is fully utilized and positioned as a national destination for innovation and commercialization.

## **REGIONAL TARIFF RESPONSE INITIATIVE**

The City thanks the federal government for its commitment of \$2.5 million provided through FedDev Ontario's Regional Tariff Response Initiative (RTRI) to launch the new "Expanded Market Development Program" and the \$500 million in additional funding to support tariff-impacted businesses in all sectors of our economy.

These investments directly strengthen Brampton's advanced manufacturing ecosystem at a time when global trade pressures are challenging local firms. Through these initiatives, the City will support Brampton companies in developing new product lines in high growth sectors such as space, defence and emerging advanced manufacturing, while enhancing business readiness for federal funding, procurement opportunities and major trade shows and strengthening supply chain networks by connecting local firms with federal agencies, anchor companies and innovation partners.

Brampton is well positioned to leverage this investment to support growth in the defence and space sectors, anchored by industry leaders such as MDA Space and Roshel Smart Armoured Vehicles, alongside a strong network of Original Equipment Manufacturer's (OEM), suppliers and precision manufacturers, reinforced by local strengths in cybersecurity, AI and applied research.

The program will also promote the adoption of new technologies to improve competitiveness and operational efficiency, while accelerating the growth of small businesses supported by the Brampton Entrepreneur Centre through hands on advisory services and market expansion support.

This federal investment empowers Brampton businesses to innovate, diversify and compete globally, and we are grateful for the continued partnership in advancing economic resilience across Canadian communities.

## REGIONAL ARTIFICIAL INTELLIGENCE INITIATIVE

The City thanks the federal government for the \$2.7 million in funding provided through FedDev Ontario's Regional Artificial Intelligence Initiative (RAII) to launch the new "AI Onboard" program.

This investment enables Brampton to build a stronger, more competitive and innovation ready business community by helping local firms confidently adopt and deploy artificial intelligence.

AI Onboard meets businesses exactly where they are sparking interest through local outreach, building understanding and confidence through a month long AI Readiness Program, and guiding participants through a focused 30 Day Implementation Sprint that delivers tangible, real world results.

The program culminates in a Showcase Day that highlights success stories and inspires new participants to join the next cohort. The AI Onboard Program will drive practical, SME-tailored AI training and adoption to deliver measurable productivity gains, bolster regional and global competitiveness and upskill employees through focused AI training.

By blending education, mentorship, hands on application and peer recognition, AI Onboard is cultivating a thriving ecosystem where Peel Region businesses leverage AI to drive efficiency and long term innovation. This federal support is accelerating Brampton's transformation into a leading centre for applied AI and future ready economic growth.





# 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, protecting and enhancing our ecosystems, increasing climate resilience and achieving energy efficiency and greenhouse gas (GHG) reduction.

Brampton looks to the federal government to play a strong supportive role in advancing our environmental sustainability and climate action priorities.

Guided by the Brampton Grow Green Environmental Master Plan, the Community Energy and Emissions Reduction Plan, and the 2024 - 2029 Corporate Energy Conservation and Demand Management Plan (ECDMP), the City is acting on climate change.

- City 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 community GHG emissions generated in Brampton by at least 80% by 2050 as per the Community Energy and Emissions Reduction Plan.
- Brampton established a Centre for Community Energy Transformation (CCET) to advance local climate actions.
- Brampton is developing its first Climate Change Adaptation Plan to build climate resiliency and ensure communities are prepared for future impacts.
- In 2025, Brampton's Economic Development Office launched the Business Climate Action Program, in partnership with the TRCA's Partners in Project Green to support local businesses in their sustainability goals. Through individual site assessments and tailored results, Brampton businesses will be encouraged to take climate action through identified projects to drive greenhouse gas emission reductions and energy efficiency, thereby saving operational costs.
- The Energy Management Team completed several net-zero feasibility studies to support future net-zero retrofit initiatives across City community centres.



Save  
OUR  
Planet



## 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.

The CEERP includes strategic directions focused on green communities, efficiencies in home and building, transportation, manufacturing, and increasing green infrastructure, contributing to a more sustainable Brampton – environmentally, economically and equitably.

The CEERP includes six priority projects, with most well underway. Brampton looks to the federal government to play a strong supportive role in advancing the remaining priorities:

- Incentives/support to accelerate the adoption of low-carbon and energy-efficient communities and new construction
- Advocacy to request the Province of Ontario adopt a full suite of energy performance tiers of the National Building Code

## 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. We require training and capacity building for local governments, trades, industry, and other stakeholders to support the transition to net zero homes and buildings. To achieve our energy conservation and GHG emission reduction targets, 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 is beyond the capacity of any municipal budget. To achieve success, a funding partnership strategy must be established.

## **FUNDING REQUEST**

The City requests federal funding to facilitate the implementation of home energy retrofits.

## **LOW CARBON DISTRICT ENERGY**

To achieve the outcomes of the Community Energy and Emissions Reduction Plan, low-carbon district energy must be implemented in high-growth districts. The plan has identified key energy planning districts in Brampton, including our urban and town centres. To achieve success, financial incentives will need to be offered for the development of District Energy Systems in urban centres, mobility hubs, employment areas and intensification corridors.

## **FUNDING REQUEST**

The City requests federal funding to be able to offer financial incentives for the development of District Energy Systems in urban centres, mobility hubs, employment areas and intensification corridors.

## **CLIMATE CHANGE ADAPTATION PLAN (CCAP)**

The Climate Change Adaptation Plan will evaluate, guide and integrate diverse policies, programs, and activities of the City, conservation authority partners and other stakeholders to ensure collective efforts are directed towards the long-term health and climate resilience of Brampton.

The CCAP will deliver a detailed five-year 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.

Canada's National Adaptation Strategy includes actions that can help support the implementation of the City's Climate Change Adaptation Plan, including actions related to disaster resilience, climate-ready infrastructure, nature-based solutions, sustainable economy, improving knowledge and understanding as well as tools and resources. The City requests support and funding from the Federal government to ensure the goals of both Climate Ready Brampton as well as the National Adaptation Strategy are achieved.

## **FUNDING REQUEST**

The City requests funding to accelerate the implementation of Brampton's Climate Change Adaptation Plan, including funding related to climate-ready infrastructure, nature-based solutions, disaster resilience and supporting a sustainable economy.

## NET ZERO CARBON COMMUNITY CENTRE RETROFITS

In 2024, the City of Brampton published its Energy Conservation and Demand Management Plan (ECDMP) 2024 - 2029, which provides an overview of the City's current emissions and outlines a strategy to diminish its corporate contribution to GHG emissions. The goal is to achieve a reduction of 40-45% in emissions by 2030 (compared to a 2010 baseline) and attain net zero emissions 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. Ten additional deep retrofit studies have been completed from 2019 to 2025 for Century Gardens Recreation Centre, Earnscliffe Recreation Centre, City Hall West Tower, Chinguacousy Wellness Centre, Cassie Campbell Community Centre, Save Max Sports Centre, Terry Miller Recreation Centre, Kiwanis McMurchy Pool, Jim Archdekin Recreation Centre and Chinguacousy Curling Club.

Recreational facilities account for nearly 50% of the City's annual GHG emissions. Susan Fennell Sportsplex (formerly South Fletcher's Sportsplex) was 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 were at the end of their useful life. As such, Susan Fennell Sportsplex provided an opportunity to transform the recreation centre into a zero-carbon facility to support meeting the City's corporate emission targets.

In April 2021, City Council provided approval of phase one for the design of the zero-carbon retrofit for Susan Fennell Sportsplex. In the same year, Johnson Controls Canada LP was selected as the design-builder to execute the net-zero retrofit at Susan Fennell Sportsplex. Design phase was completed in August 2023. Upon completion of the construction phase, the facility opened to the public in September 2025, offering residents modern, energy-efficient recreation spaces while dramatically reducing environmental impact. A two-year measurement and verification period for GHG reductions is expected to commence in September 2026.



The City was approved to receive \$15.7M in Federal funding through the Green and Inclusive Community Buildings (GICB) program to support deep energy retrofits at Susan Fennell Sportsplex, with approximately 90% of the funding received to date. In addition, the City was approved for \$7.5M in loan financing and a \$2.5M grant from the Federation of Canadian Municipalities (FCM), of which approximately 60% has been received to date.

This priority project is the City's first zero-carbon recreational facility retrofit and a foundational step in the City's efforts to transition our remaining community centres, including into exemplary zero-carbon facilities. The City is exploring further opportunities with the Federation of Canadian Municipalities (FCM) through the Green Municipal Fund. FCM approved the City'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. Other internal initiatives such as the installation, upgrade and optimization of Building Automation Systems (BAS), HVAC and BAS preventative maintenance, training and awareness building of operations staff are vigorously being undertaken to support the reduction of GHG emissions.

On April 7, 2026, the Federal government announced that it will provide the City of Brampton with \$64 million in funding through the Direct Delivery stream of the Build Communities Strong Fund (BCSF) towards the development of Embleton Community Centre. The Embleton Community Centre will be a net-zero, state-of-the-art, multi-use, multi-seasonal facility designed for residents of all ages and abilities. The centre will become southwest Brampton's hub for recreation programs and lessons, fitness opportunities and gathering and community connection.

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

## GREENING OUR FLEET AND 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 Federal leadership on the advancement of electric vehicle manufacturing.

The City has installed a total of 273 EV charging connectors across community centres and other municipal facilities with 53 designated for public use, 16 reserved for City staff use, 40 designated for fire fleet and 164 for City.

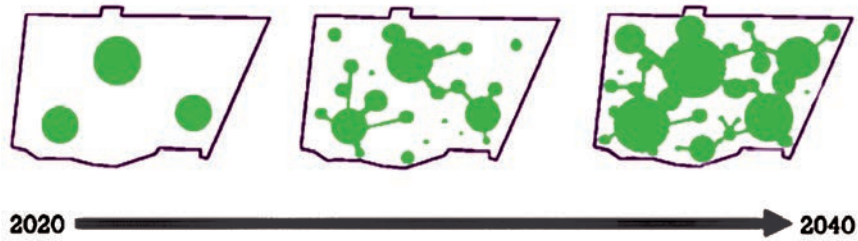
**The City invested \$3.75M in 2022 and has allocated \$7.25M in 2024 to install EV charging stations, having 176 charging connectors for fleet vehicles at multiple City owned facilities.**

**The City was approved in 2022 to receive \$1.72M from Natural Resources Canada to support Fleet Electric Vehicle (EV) infrastructure.**

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



## NATURE CONSERVATION, RESTORATION AND BIODIVERSITY



*A conceptual image of the evolution of Brampton Eco Park*

Brampton is committed to protecting and restoring its natural environment, a critical foundation for supporting the City's continued urban growth and long-term community health. The City is pursuing several initiatives focussed on natural infrastructure management and restoration, but additional funding and resources are required to ensure their success:

- The City has made significant investments in the Etobicoke Creek Watershed, the most urbanized and flood-prone watershed in Brampton. Following Council's endorsement of the Etobicoke Creek Watershed Plan in 2024, the City is advancing initiatives to, manage stormwater, reduce pollution and enhance natural heritage features and improve community resilience.
- The City has begun the work to develop its first Invasive Species Management Strategy. This strategy will seek to understand the impacts of invasive species including environmental and economic costs while considering how climate change will increase their spread
- The City is developing its first Environmental Education Centre in partnership with the Credit Valley Conservation, envisioned as a flagship gateway to the Credit Valley Trail. The City aims to restore approximately 35 hectares of surrounding land, creating an immersive setting where generations of children and youth can learn about nature, local landscapes, and history through integrated indoor and outdoor spaces. This facility will serve as a regional hub for watershed stewardship, climate resilience and community engagement, advancing long-term public stewardship.
- In support of its broader ecosystem restoration goals, the City is implementing Brampton's first Road Ecology Program focused on Heart Lake Road. This corridor crosses ecologically significant wetlands and natural areas that provide important functions such as supporting biodiversity, filtering water, and contributing to local climate resilience. While initial mitigation measures are underway, long-term wildlife monitoring and ecological protection are essential to maintain the health and function of this natural corridor.

By investing in these initiatives, the City can deliver measurable outcomes in natural heritage management and flood resilience, while supporting sustainable growth, protecting public health and enhancing community stewardship.

## **FUNDING REQUEST**

The City of Brampton is seeking \$150,000 in federal investment through the Government of Canada's National Program for Ecological Corridors to advance the implementation of its city-wide Road Ecology Program, including wildlife exclusionary fencing, ecological corridor mapping, and road safety signage.

The City seeks federal support and investment to remediate and restore approximately 60 hectares of the former Riverstone Golf Course lands into a functioning natural system and accessible community greenspace. Restoration will improve flood storage, water quality, and ecological connectivity, reducing flood risk, protecting infrastructure, and connecting residents to nature through trails, in alignment with provincial natural heritage objectives.

The City is developing its first Environmental Education Centre in partnership with the Credit Valley Conservation Authority, envisioned as a flagship gateway to the Credit Valley Trail. The City seeks federal investment to restore approximately 35 hectares of surrounding land, creating an immersive setting where generations of children and youth can learn about nature, local landscapes, and history through integrated indoor and outdoor spaces.

## **STORMWATER INFRASTRUCTURE IMPROVEMENT**

The City invests in maintaining and upgrading stormwater infrastructure across Brampton on an ongoing basis. In addition to regular operations and cleanouts, the City is also investing in retrofits and upgrades to existing infrastructure. For example, the City has identified gaps in water quality treatment in older neighbourhoods built prior to current stormwater management practices. These areas have been reviewed, and opportunities have been identified to install new stormwater management infrastructure to capture pollutants from urban runoff before it enters the natural environment.

Another example includes watercourse restoration projects, where partners have identified areas requiring erosion control and sediment removal to improve overall system function.

## **FUNDING REQUEST**

The City seeks funding to help accelerate and expand the Stormwater Retrofit Program Study, including identifying additional opportunities and supporting the implementation of gray and green infrastructure improvements, such as stormwater retrofits and water restoration projects to enable and sustain growth.

# MUNICIPAL FISCAL SUSTAINABILITY

The City requests that the federal government support FCM's call for a new Municipal Growth Framework as part of a broader National Prosperity Partnership and work with the provincial government to reassess municipal responsibilities and commit, 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.

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. The Federation of Canadian Municipalities (FCM) is calling for action from the provincial and federal governments to equip municipalities with the tools they need to ensure the quality of life Canadians deserve, through a new Municipal Growth Framework that would modernize municipal funding. This would consist of reforming how we fund local governments and support Canadians' quality of life, while helping to address our most pressing national challenges, including infrastructure renewal, climate change, public safety, and housing and homelessness.

## MUNICIPAL FINANCE REFORM

The Federation of Canadian Municipalities (FCM) is urging the federal government to modernize the municipal funding framework by implementing the following measures:

- **Align federal transfers with population and economic growth** by indexing them to Canada's GDP.
- **Increase direct annual transfers to municipalities by \$2.6 billion**, for a total of \$5 billion when combined with the existing Canada Community-Building Fund. This amount is equivalent to the revenue generated by half a percentage point of the federal GST. Alternatively, the federal government could consider implementing a direct GST revenue-sharing mechanism that allocates municipalities a predetermined, fixed percentage of the total GST collected. This approach would provide municipalities with a stable and predictable source of funding, better aligning federal revenue distribution with the growing financial responsibilities of local governments.
- **Expand eligible uses of federal transfers to include both operating and capital costs.** This flexibility would allow municipalities to invest in priority areas that support population growth and economic development, recognizing that local governments are best positioned to identify and respond to community needs.



Currently, municipalities rely heavily on property taxes as their primary source of revenue— an approach that is increasingly unsustainable given the broad range of services they are expected to deliver. The City of Brampton is committed to working collaboratively with its municipal sector partners, and with both provincial and federal governments, to secure long-term fiscal sustainability for municipalities.



## **REQUEST FOR COLLABORATION**

The City requests that the federal government support the call for a new Municipal Growth Framework as part of a broader National Prosperity Partnership and work with municipalities and the provincial governments to reassess municipal responsibilities and commit, in partnership with municipalities, to upload certain responsibilities and services, or agree to a new funding model to adequately resource municipalities to deliver provincially mandated services.

Municipalities like Brampton are seeking a renewed funding framework—one that is predictable and responsive to the complex challenges they face, including housing supply shortages, infrastructure deficits, public safety concerns, and the impacts of climate change. Such a framework must also support and enhance long-term planning efforts.

## REVIEW OF FORMULA-BASED FUNDING

Brampton's projected population growth will require a reassessment of how to accommodate new residents and housing, as well as associated employment opportunities. This growth will place additional pressure on both hard and soft infrastructure—such as schools, hospitals, childcare, transit, roads, water, and wastewater systems. Without adequate support, Brampton risks further strain on its already historically underfunded health care infrastructure, social services, and community supports.

**Index Federal government formula-based funding to growth:** Intergovernmental transfers, such as the Canada Community-Building Fund, represent a critical revenue stream for municipalities. However, these transfers are not consistently indexed to key indicators such as population growth. As Canada's second fastest-growing big city, Brampton's rapid expansion is not reflected in current funding models that rely on outdated data. Now the third-largest city in Ontario and seventh largest in Canada, Brampton requires fair and proportional funding from the federal government to support critical infrastructure as well as foster complete and connected communities.

## MUNICIPAL REVENUE TOOLS

The City seeks federal support, including direct financial commitments, to ensure that vulnerable communities, including low-income households and international students, have access to a diverse range of housing options.

The City calls on the federal government to modernize municipal revenue tools and address the unreliable property tax base so that the City's residents have access to both the housing and community services needed to create complete communities.

## GST/HST SHARING

A share of federal GST/HST revenues would provide municipalities with a growth-aligned and economically responsive funding source, unlike property taxes which do not keep pace with economic activity. As consumption and population increase, GST/HST revenues grow accordingly making them well-suited to support infrastructure and services required to accommodate that growth. Allocating a dedicated portion of GST/HST to municipalities on a predictable, formula basis would strengthen long-term financial sustainability and better align federal revenues with local service delivery pressures.

## TAX EXEMPT MUNICIPAL BONDS

The City of Brampton recommends that the Government of Canada introduce a framework for tax-exempt municipal bonds. Currently, municipalities can issue debt to fund infrastructure. However, the interest earned by investors is fully taxable, which increases borrowing costs and limits investor demand. A federal tax exemption would make municipal bonds more attractive, helping lower financing costs and enabling faster delivery of key infrastructure such as housing, transit, and climate initiatives. This tool would complement existing federal funding programs by attracting private investment and providing municipalities with a more stable, long-term financing option.







# MOBILITY

The City of Brampton is growing from a suburban to urban city and Brampton's population is expected to reach approximately one million residents in the coming years. To keep goods and people moving in a way that is safe, sustainable, and equitable, the City's Brampton Mobility Plan (BMP) recommends a network of complete streets that prioritize sustainable modes and a network of higher order transit corridors across the city. To support future growth and achieve the City and province's shared goal of building housing, the Brampton Mobility Plan calls on the province to remove barriers to active transportation at 400-series highway interchanges, provide funding for Higher Order Transit and advocate for improved driver education to increase driver awareness of vulnerable road users. The City's comprehensive approach to improved, multimodal, and seamless mobility is part of our drive towards building more prosperous, livable, and sustainable communities.

## ACTIVE TRANSPORTATION

Building on Brampton's commitment to sustainability, the City is focused on increasing and prioritizing trips made using sustainable modes of transportation, while recognizing the continued role of the private automobiles. The Brampton Mobility Plan (BMP) supports a shift toward optimizing the existing street network rather than expanding it, limiting the addition of new general-purpose vehicle lanes in favour of Complete Streets that safely and efficiently serve all users.

Since endorsing its first Active Transportation Master Plan (ATMP) in 2019, the City has added over 80 km of new cycling infrastructure and now boasts a network of more than 600 km of bike lanes, multi-use paths, and recreational trails. The cost of the infrastructure improvements and additions outlined in the ATMP was estimated at approximately \$126.6 million in 2019 and will be reassessed over the next 18 months through an update to the Active Transportation Master Plan. This update will incorporate recommendations from the BMP and advance an approach grounded in Complete Streets, equity and public engagement.

The Brampton Mobility Plan also identifies key barriers to advancing active transportation, including the need for improved crossings and connections at all 400-series highway interchanges along Highways 410 and 407 within Brampton, as well as the future Highway 413 corridor.

## VISION ZERO ROAD SAFETY

The Brampton Mobility Plan embraces City Council's adoption in 2019 of a Vision Zero Road Safety Framework to reduce and ultimately eliminate fatalities and serious injury from vehicle collisions while enhancing protection for pedestrians and cyclists. Brampton has since incorporated a variety of initiatives that work together to improve safety of pedestrians, cyclists and drivers, including traffic calming and the implementation of the City's ATMP recommendations. The Brampton Mobility Plan calls on all levels of government to encourage consistent driver education across Canada which includes comprehensive training on safely interacting with pedestrians, cyclists, micromobility users and other vulnerable road users.

## E-SCOOTER PILOT

The City of Brampton, in partnership with Neuron Mobility, Bird Canada and Scooty Mobility, launched its shared e-scooter pilot program in 2023, offering residents and visitors a convenient, affordable, and sustainable travel option.



Since launch, the program has deployed up to 900 e-scooters across the city and has supported approximately 400,000 trips by nearly 200,000 users, covering more than 3 million kilometres. The program has also contributed to estimated greenhouse gas savings of between 76 and 105 metric tonnes of CO<sub>2</sub> equivalent, supporting the City's climate objectives.

The program continues to evolve, with focus on improving safety, accessibility and public realm management. To support safe and efficient e-scooter use, the City continues to prioritize the development of a connected active transportation network. Data shows that riders frequently rely on existing cycling infrastructure, almost 20 per cent of all trips occurring on five roads with bike lanes and up to 60 per cent of trips starting or ending within 500 metres of these corridors. This reinforces the importance of expanding the cycling network to provide safer, more accessible routes, reduce potential conflicts with motor vehicles and support increased adoption of micromobility options.

Active transportation and micromobility represent a significant opportunity to reduce single-occupant vehicle trips while supporting broader environmental, public health and city-building objectives. The shared e-scooter program is one of the ways the City of Brampton is advancing these goals and leveraging investments in a more connected and sustainable transportation system.

### **REQUEST FOR COLLABORATION AND FUNDING**

The Canada Permanent Transit Fund (CPTF) is to include dedicated funding for active transportation, rural and remote transit, transit investments in Indigenous communities, and the electrification of public transit and school transportation.

The City calls for defined and sustained active transportation funding, indexed to inflation through the CPTF to implement active transportation infrastructure and programs as part of the federal government's National Active Transportation Strategy.

# 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.

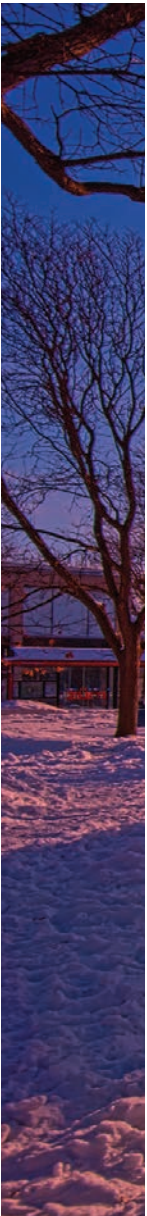
The Federation of Canadian Municipalities (FCM) is advocating on the need for a National Prosperity Partnership and the key issues affecting Canadians. Top advocacy priorities include:

- A modernized fiscal framework for municipal governments to ensure communities have the resources to build a stronger Canada. FCM will also closely monitor efforts to support trade, build an effective impact assessment regime and establish national utility corridors.
- Stronger infrastructure for a stronger Canada and will advocate for a National Prosperity Partnership to upgrade core infrastructure, invest in rural and northern communities, and invest in transit, water and waste-water infrastructure.
- Support housing construction but also make homelessness prevention programs permanent and close the homelessness funding gap, including addressing refugee housing needs and enacting preventive measures like establishing a portable housing benefit for at-risk individuals.
- Fixing Canada's bail system, easing the financial load on municipalities through a modernized fiscal framework and improving mental health and substance use care. FCM calls for meaningful consultations with municipalities on decisions affecting the future of RCMP contract policing.

The path forward is clear, and a long-term approach is needed to align infrastructure, housing and workforce investments with Canada's economic priorities and enabling local capacity to deliver.

## UPDATE FUNDING FORMULA

Recently, the City of Brampton became the third-largest city in Ontario, and the seventh-largest city in Canada. Our rapid population growth results in significant pressure on municipally delivered services, including transit. The City requires collaboration and adequate funding to manage our population growth and ensure the high-quality services our residents depend on and expect. It is important that funding programs available to municipalities recognize the pressures municipalities face and take into account the pace of growth, infrastructure needs and unique requirements of local communities.





## **REQUEST FOR COLLABORATION**

Support the call for a new National Prosperity Partnership and work with the provinces and territories to reassess municipal responsibilities and commit, 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

As the third largest municipality in Ontario, Brampton faces pressures like other large urban centres across the country.

## IMPROVED PUBLIC SAFETY AND BORDER SECURITY

Brampton experiences serious public safety challenges that directly impact residents, businesses and community well-being. Auto thefts, home invasions, extortion, human trafficking and organized crime are increasingly complex, transnational in nature and require a coordinated response across all levels of government.

As part of one of Canada's fastest growing cities, Peel Regional Police (PRP) play a vital front-line role in protecting Brampton. Our proximity to Toronto Pearson International Airport, the country's busiest airport and a major international gateway, as well as our major highways, rail corridors and distribution networks, make the Region of Peel a focal point for organized crime and complex multi-jurisdictional investigations. These pressures place growing demand on local policing systems and PRP is increasingly burdened by complex investigations involving international auto theft rings, organized crime, drug and firearms trafficking, cybercrime and high-profile incidents such as the gold heist at Toronto Pearson Airport. PRP is also at the forefront of responding to the domestic impacts of global geopolitical tensions, which increasingly manifest as demonstrations, hate-motivated incidents and targeted violence. Despite these growing responsibilities, PRP continues to face significant operational pressures due to inadequate federal funding.

The City and PRP have actively advocated for, and supported measures outlined in Bill C-2, the Strong Borders Act. We also support the broader intent of Bill C-14 and call for both bills to be passed expeditiously. We also welcome the introduction of Bill C-22, these combined measures have the potential to significantly reduce crime and enhance public safety.

Following engagement with federal Ministers of Public Safety and Justice in the summer of 2025, PRP has put forward recommendations to further strengthen Bill C-2, the Strong Borders Act. Recognizing Peel's role as a key transportation hub facing organized crime, firearms violence, human trafficking and other transnational threats, PRP supports the Bill's direction but continues to call on the federal government to extend jurisdiction and enforcement authorities by designating municipal police officers for specified functions at airports and intermodal facilities, including outbound inspections and immigration warrant execution. Additionally, PRP calls on the federal government to establish a National Firearms Tracing and Ballistics Centre of Excellence with real-time tracing and analytics capacity, enhance municipal police access to RCMP tracing systems and fund the creation of dedicated municipal firearms enforcement teams to disrupt trafficking networks and support source identification.

**We call on the federal government to continue to invest in public safety and awareness campaigns to inform residents and deter criminals, as well as bring together local, provincial and federal law enforcement agencies and municipalities through a national safety summit with a clear mandate to generate a national action plan on public safety and justice reform.**



## REQUEST FOR COLLABORATION AND FUNDING

Recognizing its impact on the City of Brampton, we urge the Government of Canada to establish a dedicated and sustained federal funding stream that ensures policing costs associated with Toronto Pearson International Airport are fully covered. As a neighbouring municipality, Brampton experiences significant public safety, enforcement, and downstream crime impacts associated with criminal activity linked to the airport and other border security and trade infrastructure. Increased funding is critical to reflect the national security role PRP plays at this key port of entry and to address broader public safety challenges at high-risk border points. Historically, these policing costs were fully covered by the airport, as it falls under federal jurisdiction. In recent years, however, local municipalities have been forced to subsidize these costs significantly, leaving resources insufficient to address the complex and evolving nature of organized crime.

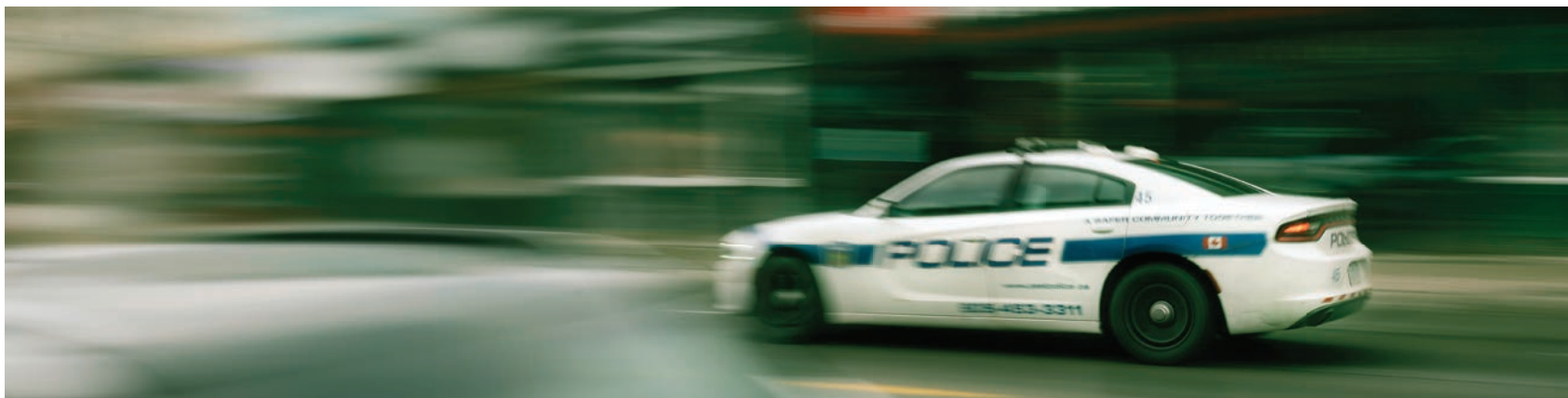
## REFORMS TO THE JUSTICE SYSTEM

Another concern is that criminals, including those arrested for serious offences, are released after arrest only to commit additional crimes. Communities are increasingly concerned about individuals charged with violent crimes being released and reoffending while awaiting trial.

The City of Brampton welcomes Bill C-14, the Bail and Sentencing Reform Act, and request that the government expeditiously pass this bill. The City of Brampton and the Federation of Municipalities of Canada has continuously called on the federal government to reform the current bail framework to better account for risks to public safety, particularly in cases involving firearms, gang activity, or repeat violent offences. Ensuring that judicial discretion is better balanced with the need to protect our communities and law-abiding residents will enhance public safety. We support investments that would contribute to better data collection and transparency around bail decisions to inform justice system reforms.

The October 2025 Bill C-14 announcements of new measures to enhance bail reform, public safety and reinforce Canada's capacity to respond to emerging threats represents a significant step toward improving public safety. The City will continue to work with FCM to advocate for further measures to support public safety in Canada's municipalities as the federal budget approaches.

The City of Brampton has been a strong advocate for bail reform and supports the recent federal announcements.



To build on this latest federal initiative, the City of Brampton is calling on the government to take urgent action to ensure the new measures include steps and flexibility to address local concerns and community safety needs. The City also requires system-wide supports, so police, prosecutors and courts have the tools, resources, and coordination to assess risk effectively, enforce bail conditions and protect communities.

The City of Brampton has been a leader within FCM for public safety matters and we urge the federal government to pursue the following critical priorities:

**1. Expand court capacity to eliminate justice system backlogs**

Overloaded courts contribute to situations where high-risk individuals are released without proper risk assessment. The City of Brampton requests that the federal government work with provinces and territories to increase the number of judges, prosecutors, and court personnel, and to make enhanced risk assessment tools standard in bail hearings to ensure timely, evidence-based decisions.

**2. Establish a national data collection and sharing framework**

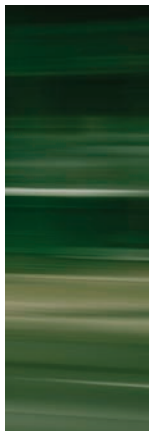
Public safety depends on the ability to track offenders across jurisdictions. A national program should collect, analyze and share bail-related data, including compliance rates and reoffending patterns, to ensure that individuals charged in one province and reoffending in another are not treated as first-time offenders.

**3. Conduct a national study on bail enforcement practices**

Enforcement approaches vary widely, leading to inconsistent outcomes. The City of Brampton requests that the federal government lead a national review to identify which enforcement models and technologies are most effective across jurisdictions and provide the guidance and resources needed to ensure these proven practices can be adopted in communities of all sizes.

## **ADDITIONAL POLICE RESOURCES**

Peel Regional Police is seeking increased funding for the Centre of Forensic Sciences as it is essential to improve turnaround times for gun tracing, linkages and DNA matching, which are critical processes that directly impact the success of criminal investigations and community safety. By expanding staffing levels and ensuring sustained, stable funding, the Center can reduce backlogs, accelerate the delivery of forensic results and provide police investigators with timely, reliable evidence needed to solve cases more efficiently. Faster access to forensic information strengthens investigations, aids in the swift apprehension of offenders and supports the justice system's ability to protect the public and prevent further violence.





## NAVDRONE APPROVAL (NAV CANADA APP & PROCESS)

The current NavDrone approval process applies uniformly to all drone operators, including private, public, and commercial users. However, this framework does not adequately account for the dynamic, time-sensitive nature of police drone operations. The NAV CANADA approval process is better suited to private, public, and commercial aviation activities than to the rapidly evolving operational requirements of law enforcement.

While Peel Regional Police has established a strong working relationship with NAV CANADA, the introduction of a dedicated approval process for first responders, particularly police services would be highly beneficial. Such a process could incorporate considerations such as existing Special Flight Operations Certificates (SFOCs), operational locations, and specific operational or exigent circumstances, including tactical and dynamic search warrant executions, when assessing flight approvals.

Although the current system remains workable, there are clear opportunities to improve and streamline the approval process to better support the operational demands of first responders.

## PREVENTING GENDER-BASED VIOLENCE

The City of Brampton welcomes the federal government's efforts to strengthen tools to better protect victims of intimate partner violence through the inclusion of sexual and intimate partner violence in Bill C-14. Family and Intimate Partner violence remains a significant community safety and well-being concern in Brampton and across Canada, disproportionately affecting women, girls, 2SLGBTQ+ individuals and racialized communities. The impacts of gender-based violence are far-reaching, contributing to long-term trauma, housing and economic instability and barriers to education and employment. Through the National Action Plan to End Gender-Based Violence (2022-2032), we call on the federal government to strengthen and expand its support for comprehensive, community-based initiatives that raise awareness about family and intimate partner violence as well as provide survivors with supports and resources that enhance wraparound services including trauma informed counselling, legal advocacy, transitional housing and culturally responsive supports.





## **BILL C-9 AND COUNTERING HATE, EXTREMISM AND SOCIAL POLARIZATION**

As one of Canada's most diverse cities, Brampton experiences the impacts of hate, polarization and global conflicts directly at the local level, affecting neighbourhoods, places of worship, and community spaces. The City supports strong federal action to counter hate-motivated violence and protect access to religious and cultural institutions.


While we support the objectives of Bill C-9, we are concerned about the removal of the long-standing good-faith religious expression exemption, as without this there is concern that lawful and routine activities, such as sermons, religious teaching and theological discussion undertaken in good faith, could become subject to criminal complaint or investigation. This risks legal uncertainty and inconsistent application across jurisdictions, potentially discouraging lawful expression and undermines trust within local communities.

On January 20, 2026, the City of Brampton wrote to Minister Fraser requesting that the federal government slow the legislative process and undertake further meaningful consultation with impacted communities. This consultation should include municipal leaders and police chiefs who are on the front lines of combatting hate and enforcing criminal law. Municipalities and police services will bear much of the responsibility for interpreting and applying these changes, making their input essential before further legislative action is taken.

The City also urged the Government of Canada to reconsider this amendment and retain the good-faith religious expression exemption, while engaging stakeholders to ensure Bill C-9 achieves its objectives without unintended consequences.

Municipalities like Brampton are increasingly on the front lines of addressing the complex and evolving threats of hate, extremism and social polarization. These challenges can undermine community safety, well-being and social cohesion. In today's interconnected world, global conflicts, misinformation and ideological movements from abroad can influence local dynamics, fueling division and tension. Municipalities need the tools and resources to respond proactively.

**We call on the federal government to make investments in local initiatives that promote dialogue and social inclusion among youth and marginalized groups, as well as increased supports for municipalities to build capacity, enhance safety and address the unique challenges they face.**



The City of Brampton proactively works with faith-based organizations to understand their diverse needs and challenges to enhance two-way dialogue to foster interfaith understanding. We are focused on empowering communities to identify and prevent hate, supporting victims and survivors and enhancing trust between communities and institutions. Funding directly to the municipal level to support initiatives, like awareness campaigns to counter misinformation, reduce stigma, and promote shared values of respect, diversity and belonging, could help prevent radicalization, reduce hate-motivated incidents and foster a more cohesive and resilient community that is equipped to navigate both local and global pressures.

## **RISING COST OF LIVING AND ECONOMIC RELIEF**

Persistent increases to the cost of living, the prolonged housing crisis and higher unemployment rates have added considerable strain on the economic well-being of Brampton residents, particularly in a rapidly growing city with a high concentration of working families, newcomers, youth and renters. These pressures are reducing household stability, increasing food insecurity and placing additional demands on municipal services, requiring a coordinated intergovernmental response.

The City of Brampton acknowledges and appreciates the federal government's recent measures to support Canadians, including the introduction of a grocery rebate and new investments in skills training and job creation. These initiatives provide timely relief and important opportunities for residents navigating current economic challenges.

As all Canadians are seeing grocery bills increase, food security programs or subsidy opportunities such as ones that support transit passes for low-income earners could also help to relieve financial pressures while adding to the economy. Further federal investments to affordable housing, such as funding for portable subsidies and expanding the National Housing Strategy to fund and build more deeply affordable and supportive housing units are also needed to prevent homelessness and relieve the effects of the housing crisis on our most vulnerable residents.

Sustained federal investments in job creation, skills training and additional supports for vulnerable populations will remain essential to delivering long-term, sustainable solutions. Continued economic growth that creates more high-paying, meaningful local jobs for Brampton residents is needed. Housing costs in Brampton increasingly reflect the broader GTA market, and while many residents commute to places like Toronto for career opportunities, a greater emphasis is needed on local economic development and job creation. To improve affordability and quality of life in a lasting way, the city should continue building on its economic strengths by attracting higher-value industries such as advanced manufacturing, technology, life sciences, clean energy, and skilled trades, while also supporting entrepreneurship, investment, and professional career pathways.

**The federal government can support these efforts by helping bring more private-sector investment opportunities and major employers to Brampton to strengthen the city's long-term economic future.**





## **EMERGING INTERSECTION OF IMMIGRATION STATUS AND HOMELESSNESS**


The City of Brampton, in coordination with the Region of Peel and community partners, responds to homelessness and encampments through a coordinated, multi-agency approach.

Through ongoing shelter operations, outreach efforts, and encampment response activities, Brampton is observing early indicators of a growing intersection between immigration status vulnerability and homelessness. There are increasing indications of a subset of individuals who:

- Are temporary residents (international students, workers, visitors), or
- May be out of status or at risk of losing status.

This trend is emerging alongside broader national pressures, with public reporting indicating that a significant number of temporary residents may face permit expiry over the next 12 - 24 months.

At present, municipalities and regions are not mandated nor equipped to address immigration status-related barriers, resulting in a gap between federal jurisdiction and local service delivery realities. These gaps result in; increased demand for resources, repeated displacement cycles, shifts to higher-risk encampment locations and service engagement barriers. Further, data limitations about immigration status hinder an effective municipal response.



Individuals with temporary or no immigration status often do not have access to income supports, housing pathways and stabilization services. This creates a service gap where municipal and regional systems are engaged, but underlying barriers remain unresolved due to jurisdictional limitations.

There is a limited window to proactively address this issue through coordinated intergovernmental action before it becomes a larger systemic challenge. Exploring a coordinated approach with the federal government to address service gaps related to individuals with precarious immigration status is needed.

## **REGION OF PEEL AND CITY OF BRAMPTON: COMMUNITY INSIGHTS AND TRENDS**

*Source: Region of Peel Housing and Human Services*

### **Encampment Observations (2025)**

- Across 88 encampment sites, approximately 1 in 8 sites involved individuals with immigration status challenges.
- These cases present higher complexity and lower resolution outcomes.

### **Brampton Shelter Data (2024–2025)**

A total of 83 unique individuals accessing Brampton shelters identified as:

- 26 No Status
- 25 Temporary Residents – Employed
- 14 Temporary Residents – Students
- 17 Visitors
- 1 Sponsored Person

In addition to discussing encampments in the context of immigration status, homelessness and housing instability are broader challenges requiring coordinated resources and long-term support. Additional federal and provincial support is needed to help municipalities and regions respond to the growing pressures associated with homelessness, shelter demand, mental health, addictions, and housing affordability.

While shelter location decisions are made at the regional level, there are broader economic and community impacts that require additional support and coordination. The concentration of shelters and encampments near industrial and commercial areas can create challenges for business retention and expansion efforts, workforce attraction, and tourism activity, particularly near hotel and employment districts.

Federal support could help address these pressures through increased funding for supportive housing, mental health and addictions services, homelessness prevention programs, community safety initiatives, and housing transitions that reduce long-term encampment reliance while supporting both vulnerable residents and economic stability.



## POVERTY IN PEEL

### *Demographics*

- In Peel, 198,930 or 13% of the population live in poverty.

### *Employment*

- Unemployment rate in Peel is 6.7%, higher than Ontario's rate of 6.0%.
- Youth (15 to 24 years) unemployment rate in Peel is 15.6%, higher than Ontario's rate of 11.7%.

### *Income support*

- 28,387 persons receive Ontario Disability Support Program (ODSP) benefits as of December 2024.
- 25,000 or more of Peel's population are in receipt of Ontario Works (OW).

### *Childcare*

- In Ontario, the annual income cut-off for families to receive full childcare subsidy (at no cost) is \$20,000.

### *Housing*

- 1 in 5 households, about 97,000, in Peel have to choose between housing and other necessities.
- Households need to earn \$40 an hour to be able to afford average rents.  
Households that immigrated to Peel within the last 5 years are 150% more likely to be in Core Housing Need.

### *Food*

- In 2023, 22.9% of residents experienced marginal, moderate or severe food insecurity.





# SPORTS, ARTS AND CULTURE

## SPORT AND RECREATION INFRASTRUCTURE

In Brampton, the demand for tourism and festival infrastructure has grown significantly due to rapid population growth and increased interest in recreational activities. Existing facilities are often overburdened and there is a pressing need for new infrastructure to accommodate the community's needs.

This includes the construction of new multi-use community centres, the expansion of existing facilities, the improvement of outdoor recreational spaces and the creation of spaces that allow communities to celebrate festivities. These investments are essential for promoting healthy lifestyles, supporting youth development and fostering social cohesion within the community.

Collaboration with the federal government is crucial to secure the necessary resources and ensure the successful implementation of these projects. By investing in festival and tourism infrastructure, Brampton can enhance the well-being of its residents and create a more active and engaged community.

### FUNDING REQUEST

The City welcomes the \$755 million investment over five years starting in 2026-27 and the \$118 million ongoing, to Canadian Heritage announced in the 2026 Spring Economic Update to expand access to sport. The City of Brampton is seeking funding through this to support the development of new sport and recreational facilities as well as festival infrastructure.

## BRAMPTON SPORTS AND EVENTS INFRASTRUCTURE - MULTI-PURPOSE STADIUM

Brampton is emerging as a key destination for sports and events such as hockey and cricket, with a growing reputation for hosting regional, national, and international competitions. Brampton hosts about 42 unique seasonal cricket organizations and tournaments, booking over 14,000 hours. We also host approximately 155 unique seasonal soccer organizations and tournaments, booking over 41,000 hours.

To support this growth, the city needs to invest in tourism and events infrastructure that can accommodate large-scale events and provide state-of-the-art facilities for athletes and spectators. Currently, Brampton's major sports facilities, such as the CAA Centre and the Brampton Soccer Centre, are heavily utilized and often reach full capacity during events.

To continue attracting high-profile events and supporting local sports organizations, the city requires additional infrastructure, including new stadiums, arenas, and multi-purpose event spaces. The City of Brampton is advocating for funding and support from the federal government to develop these critical infrastructure projects.



The City plans to expand its sports infrastructure with a proposed 5,000 to 10,000-seat, multi-sport stadium. When completed, this stadium will be capable of hosting major sporting events, including soccer, cricket, rugby, football and kabaddi. This complex would not only enhance Brampton's ability to host large events but also provide valuable amenities for residents and sports clubs.

## FUNDING REQUEST

In the Spring Economic Update, the federal government announced funding to support Canada's sport system, which included \$50 million over five years to bring more world-class sporting events to Canada. The City of Brampton requests funding through this fund to support the development of Brampton's multi-purpose stadium.

Investing in sports and events infrastructure will have significant economic and social benefits for Brampton. It will attract visitors, boost local businesses and create opportunities for community engagement and participation in sports.

## MAJOR SPORT EVENT HOSTING SUPPORT - CRICKET AND KABADDI

Brampton is the Cricket Capital of Canada. It has hosted the largest cricket tournament in the country, Global T20, in 2019, 2023, 2024 and 2026, attracting over 100,000 fans to the city. In 2026, National Cricket League Canada (NCL Canada), a reputable brand in the United States, has obtained the hosting rights of the Global T20, in partnership with Cricket Canada. Brampton is also a hub for international Kabaddi events, with up to 12 tournaments taking place every summer, bringing over 3,000 fans together for each event. Kabaddi is a traditional sport of South Asia, considered the national sport of Bangladesh and the second most popular sport in India.

The second edition of the Kabaddi World Cup took place in England in March of 2025 – the first-time national clubs have competed outside of India. Brampton has had initial conversations with the World Kabaddi Federation, Kabaddi PanAm and 2025 organizing committee members to consider Brampton for future global tournaments and events. Brampton has a strong and growing community of Kabaddi players, teams and coaches. The community and the infrastructure together make Brampton a primary location for global kabaddi growth.

**The City of Brampton would welcome further conversations with the federal government to discuss how we can collaboratively provide support for these two emerging global sports in Canada; Global T20 annual tournament and a future Kabaddi World Cup.**





## BRAMPTON ARTS AND CULTURE CENTRE

The City of Brampton is advancing the Brampton Arts and Culture Centre as a priority cultural infrastructure project to support a rapidly growing and diverse population. The proposed multi-use facility will expand access to cultural spaces while supporting the development and presentation of local creative talent. Brampton currently faces increasing pressure on existing cultural spaces, limiting opportunities for community participation and sector growth. The project is in the final stages of design (target Q3 2026) and is positioned to be shovel-ready pending funding. The facility will include flexible performance space, studios, digital production space and multi-purpose community areas to support a range of cultural uses. Estimated capital cost is \$30 million (2026), with the City seeking partnership with senior levels of government to advance implementation. Investment in the project will support community access, creative sector growth and broader economic and placemaking outcomes across the city.



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